

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER

Trade-Name Registered in the U. S. Patent Office.

VOL. LV. NO. 21.
WEEKLY.

BALTIMORE, JUNE 3, 1909

\$4.00 A YEAR.
{ SINGLE COPIES, 15 CENTS.

Manufacturers' Record.

PUBLISHED EVERY THURSDAY BY THE
MANUFACTURERS' RECORD PUBLISHING CO.
BALTIMORE.

RICHARD H. EDMONDS, President.
FRANK GOULD, Vice-President.
VICTOR H. POWER, Treasurer.
I. S. FIELD, Secretary.

RICHARD H. EDMONDS,
Editor and General Manager.

EDWARD INGLE, Managing Editor.

ALBERT PHENIS,
General Staff Correspondent.

Branch Offices:

New Orleans—1012 Malson Blanche.
New York—52 Broadway.
Boston—170 Summer Street.
Chicago—1116 Fisher Building.
St. Louis—543 Century Building.

Subscription, - - - - - \$4 a year
(payable in advance) to United States,
Mexico, Cuba, Porto Rico, Hawaii and the
Philippines.

To Foreign Countries (including Canada) in
the Postal Union, \$6.50 a year.

[Entered at the Baltimore Postoffice as sec-
ond-class matter.]

BALTIMORE, JUNE 3, 1909.

SATISFIED.

Referring to his advertisement published in one issue of the MANUFACTURERS' RECORD, Michael E. Pue of Marlinton, W. Va., writes:

I beg to say that the results obtained are so satisfactory that it will be unnecessary for me to again use your columns, at least until I have something more to offer.

We congratulate our advertiser upon the success of his experience with us, and we pass on the information for the benefit of anybody who has either one offering to make or a hundred offerings.

CLOSELY AND WIDELY READ.

Illustrating the wideness of the circulation of the MANUFACTURERS' RECORD and the closeness of the scanning given its pages are the results of a recent notice in its reading columns that a newly organized business body in a Southern city was in search of a business secretary. Within a week of the appearance of the article applications, which were forwarded to the proper persons, were received from readers of the MANUFACTURERS' RECORD in thirty-five cities of seventeen States of this country and one of Mexico. The applications came from Atlanta and Macon, Ga.; Bowling Green, Ky.; Baton Rouge, New Orleans, Opelousas and Shreveport, La.; Baltimore, Md.; Hopedale, Mass.; Aberdeen, Columbus and Greenwood, Miss.; St. Louis, Mo.; Portsmouth, N. H.; Brooklyn and Jordan, N. Y.; Hickory, N. C.; Bartlesville, Okla.; Pittsburg, Pa.; Lancaster and Sumter, S. C.; Chattanooga, Tenn.; Cuero, Dalhart, Dallas, Fort Worth, Pittsburg, Rusk and San Antonio,

Texas; Danville, Galax, Norfolk and Richmond, Va.; Piedmont, W. Va., and Cuatira Cienegas, Coah, Mexico. The notice which we published solely as an expression of our interest in the new business body has brought forth another of the many and frequent demonstrations of the wide interest in our columns, manifested by individuals who would keep abreast of Southern developments.

SOUTHWARD MOVEMENT OF NATIVE AMERICANS.

About 12 years ago the MANUFACTURERS' RECORD published the views of a man who was then giving close study to the wave of immigration to this country and to the possible movement of Western settlers to the South. He took the ground that among native Americans in the Northwest there was developing a spirit of unrest because of the rush of foreign immigration to that section. He pointed out that many portions of the Northwest were so completely dominated by foreigners that native Americans were beginning to feel lonely, and studying the situation he came to the conclusion that in the near future the spirit of dissatisfaction with which the native Americans viewed the situation would cause them to look to the South because of its predominating Anglo-Saxon element. The condition as outlined was a very interesting one, and the prediction was made that as the foreigner more and more crowded into the Northwest the native American would move Southward in order to live and raise his family among Anglo-Saxon people.

In the MANUFACTURERS' RECORD of last week Mr. William C. Cloyd, writing from Rusk, Texas, about the vast movement of population into that State, probably the greatest population movement which this country has seen since the rush into Oklahoma 16 or 17 years ago, calls attention to the fact that English-speaking people, and particularly American-born people, are making up the bulk of those seeking homes in Texas. He says that railroads running into that State have carried in all probability more homeseekers during the last 12 or 18 months than have entered all other portions of the United States put together. So great has been this influx that well-informed men are estimating that the next census will show the population of Texas to exceed 5,000,000. "What is the impelling cause of this change of the course of the tide of immigration," he asks, and in reply to his own question he says:

In the answer to this question lies one of the most important problems of the industrial South. For generations other portions of the United States have been absorbing practically all the foreign immigration to this country. The result has been in many sections to create a dominating population of purely foreign people. In many instances these people have not yet learned to speak our language, let alone to acquire American customs and associations. But during all these years there have been comparatively few of that foreign element who sought homes in the South, but more especially in

this true of the great Southwest. As far as the writer is informed, there are today only two or three colonies of exclusively foreign-born people within the borders of Texas. * * * This fact is not mentioned for the purpose of casting any reflection upon the foreign-born immigrants, but to emphasize the one truth that Texas is today filling up with a preponderance of Americans or English-speaking Europeans.

And to this Mr. Cloyd adds:

It may not be improper to say that, as a matter of fact, many of those coming to Texas are of the very best element of pure Anglo-Saxon blood from the States north or east of us and from those States having the largest foreign element of that class which does not assimilate readily with Americans.

Here is found the fulfillment of the conditions outlined in the MANUFACTURERS' RECORD more than a decade ago, and the fulfillment of the predictions then made that many thousands of native Americans would move from the Northwest and the West into the South, practically forced out of their own country by the desire to live among Anglo-Saxons rather than among the unassimilative foreigners who have crowded into other parts of the country than the South. The Texas movement as covered by our correspondent throws a great light upon the situation. Every State in the South ought to make a vigorous and persistent campaign in the North and West and Northwest to draw this tide of southward moving native Americans.

DOES NOT KNOW THE FACTS.

The *Virginian-Pilot* of Norfolk, referring to the fact that the Maryland Steel Co. is filling an order for 10,000 tons of steel rails for Argentina, bases on this a claim for free iron ore, and says:

With the ores from Cuba and Southern Spain admitted duty free, steel plants located on tidewater would be in a position to turn out products at a minimum cost for export trade.

The *Virginian-Pilot* seems to be unaware of the fact that imported ores when used in the manufacture of products intended for export are practically free of duty now, as there is a drawback of 90 per cent. of the duty paid to the user of the ores. The *Virginian-Pilot* will, therefore, have to find some better argument in behalf of its pet scheme of free ores as an aid to developing foreign trade.

NO TARIFF COMMISSION.

The American Cotton Manufacturers' Association in their resolution at their Richmond convention last week made a mistake in favoring the establishment under Government auspices of any tariff commission. There are too many Federal commissions already. Every addition to them saps the strength of representative government, which is the only safe government for this country. It is the business of the Congress of the United States to frame tariff laws. If members of Congress are not capable of framing such laws, the people of the country should elect to Congress men capable of doing so, and should not favor any extraordinary body that

would enable Congressmen to evade their duty.

MUNICIPAL IMPROVEMENTS SHOULD BE MADE NOW.

Increasing prosperity throughout the South, the advance of towns and cities and the necessity of preparing for larger growth in the future all unite to make it important for Southern communities to be active in municipal improvements. While this section is already making great progress in the building of water-works, sewerage systems, the laying of better pavements and the construction of good roads and the building of court-houses and schools, there is need for much greater activity. In the very near future the South will enter upon the busiest period of its history. Then labor will be in greater demand than it was two years ago. With the revival of railroad construction and industrial activities, signs of which are already seen, it will be impossible for municipalities to carry out their improvement work except at a higher cost than at present. There is an advancing tendency of prices, and there will soon be an advancing tendency of wages. In order to get the best results for the least expenditure all communities needing improvements in the way of water-works, sewerage systems or extension of existing plants, public buildings, street and road building, should get to work immediately. Fortunately, there is a widening demand for city, town and county securities, so that every honestly-managed community with a good financial history has no difficulty in being able to sell its bonds to advantage. The financial situation at present makes it feasible to secure better prices for bonds than would be possible if the whole country was enjoying a great business boom as it did prior to the summer of 1907, because as business increases capital is in greater demand and higher prices must be paid for money. There is thus a double reason why municipal work should be taken up promptly. On the one hand, it can be done to much better advantage and at a lower cost than when business is rushing, and on the other hand, bonds can be sold at a higher price than they would probably bring if there was great business activity. There are thus two points of saving to be considered in favor of doing work now.

No growing community in the South need expect to get its full share of the progress and prosperity of the near future unless it does its full share of work in making every provision for the comfort of its inhabitants and the protection of their health. Good streets, good roads, complete and comprehensive water-works and sewerage systems are all essential. They are investments that pay for themselves many times over. The South is already doing very considerable work in these lines, but it ought to double and quadruple what it is doing. It ought to enter upon a broad campaign of road building, of street and

other improvements which would add to the comfort of living, to the attractiveness of every community, and largely to increase the prosperity of individual communities as well as of the South as a whole. The time for this work is now.

AWAKENING TO THE MENACE TO AMERICAN EDUCATION.

Announcement last week of tenders of money by the General Education Board to a bunch of universities and colleges, with the Johns Hopkins leading in amount, shows that the influence dominating that Board has heard the thunder roll and thinks to drown the sound in the ding-dong, dingle-dingle of dollars. It is significant that some of the tenders now announced for obvious reasons were actually made several months ago.

Alleged "changes" in the contract tendered by the \$43,000,000 General Education Board to American colleges and universities have not done away with one of the most demoralizing provisions, if one may judge from copies of contracts in the possession of the MANUFACTURERS' RECORD, one as early as May 29, 1906, and the other as late as January 26, 1909. There is still insistence that no part of the income from the fund contributed by the General Education Board shall ever be used for "specifically theological instruction." Tendered to a denominational college such a provision is as potent though not as direct a drive against the purposes for which denominational colleges have been established and maintained by denominations as is the provision of the \$15,000,000 Educational Trust, known popularly as the Carnegie Professorial Pension Board, barring institutions under denominational control from its "benefits." The significance of these twin provisions and the elements in them of danger to the educational institutions of the country is becoming more widely appreciated, especially since the open union of the Rockefeller and Carnegie forces, aggregating \$60,000,000 or \$70,000,000, directly in the plan of practically taking charge of American education.

From the moment that this plan emerged into the open, eight or ten years ago, the MANUFACTURERS' RECORD has combated it in every phase and at every turn. Now it sees telling effects of its work in the vigorous exposition of the scheme made by Bishop Warren A. Candler of the Methodist Episcopal Church, South; in the attitude of leaders in the Presbyterian Church, both North and South, toward largesses of the Carnegie and Rockefeller order, particularly when they involve the loss of control by denominations of denominational colleges, and in the moral of such incidents as the plight into which a long-established, once virile college seems to have fallen as a result of a wavering from denominational control in the effort to strengthen finances. One of our contemporaries, which has been most aggressive in a movement for the endowment of a Baptist institution under the spur of an offer from the General Education Board, waxes quite eloquent in discussing in the case of the other once virile higher institution what it holds to be an alienation of a Baptist college property "from the denomination who had accumulated it, who had been regarded as the rightful owners of it from the beginning, and whose title to it had been formally and legally recognized by an amendment to the charter." Without going into the merits or demerits of this particular case, the MANUFACTURERS' RECORD does not hesi-

tate to express the conviction that what has happened to the once denominational college because of ambition to do more than natural environment could make possible, will happen to every college and university which has permitted itself to be touched by any of the tentacles of the Educational Trust. For the benefit of the colleges which have not yet been beguiled, certain well-defined and long-tested principles in education may be repeated here.

Wherever necessary, wise provisions against ignorance on the part of any inhabitant of the State should have liberal support through public taxation under the auspices of the State, the county, the municipality or other local political entity.

Denominational schools are essential to the best development of the educational interests of the country, and they should be, from the primary department to the university, supported with liberal contributions by the members of the several religious bodies of the country.

If denominational schools should be established and supported by the voluntary action of members of the respective denominations, as they ought to be sustained in recognition of something more than mere nominal adherence to denominational tenets and as evidence of conviction that religion is an essential part of education, the province of the State as to education would be properly bounded, and the effects of its dominant imperfection, the absence of religion from its scheme, would be kept at the minimum.

It is just as baneful for the Church in any form to attempt to impress itself upon the educational curriculum made possible by public taxation as it is for the State to give direct or indirect financial aid to denominational schools. Any influence tending to confuse the State and the Church in education or to weaken the sense of responsibility of men and women as to support as citizens of wise provisions for education by the State and as members of religious bodies of their respective denominational schools is a detriment to the country.

Denominational schools properly accredited by responsible agencies within the denominations have a right to demand that the members of the denominations give them adequate support in the shape of students or by funds. That demand should be limited to no section of the country and to no individual member, but all members should be imbued with a deep sense of obligation to give to their schools as liberally and as unostentatiously as possible. Such giving is one of the best evidences of an active faith, and is just as essential to the development of denominational work as any other form of giving. Honest denominationalism in any expression is fundamentally an expression of theology.

On the other hand, the body politic weakens itself in looking outside itself for means in aid of its own education under public auspices. Local taxation for public schools is the desideratum in this particular. The farther the body politic gets away from that idea the worse it is for the body politic, and it is absolutely pernicious for the people of any community to become accustomed to look to the bounty of individuals or of groups of individuals unidentified with its citizenship for conditional or unconditional aid to its schools, no matter how smoothly lubricated or how saccharine such terms as "unofficial statesmanship" and "democratization

of education" may flow from the lips of the "philanthropists."

In brief, education should be a means of maintaining and strengthening the self-dependence and self-respect of individuals and of the people as a whole.

Because the General Education Board threatens of itself to sap individual initiative and to smother the sense of public decency; because it threatens to dominate, from a position of irresponsibility to the people of the country, both State education and denominational education to the demoralization of both; because it is but a part of a greater movement menacing from several directions real American education and the integrity of the American people, in that its propaganda is contrary to the essentials of correct education, it should be persistently, vigorously resisted.

With the Southern Education Board and the Conference for Education in the South, which, it is claimed, may be said to have "at its ready command the whole machinery of the public-school system of the South," the General Education Board, with its forty-odd million dollars, constitutes what has been popularly called the Ogden Movement. It dovetails, through actual membership and co-operative understanding, with the \$15,000,000 Carnegie Professorial Pension Fund, toward which there has been a painful scramble on the part of institutions of higher education, with the \$10,000,000 Carnegie Institution undertaking to determine the exceptional man in American scholarship and research, and with the National Education Association of the United States assuming to represent the great body of American teachers. This dovetailing makes it possible, unless natural inclinations of each of the bodies involved be checked at every turn, for a little group of self-constituted "unofficial statesmen" to become the real arbiters, the actual dictators of American education. This dovetailing is the embryo of the greatest "trust" that this country has ever known, with its tentacles touching the primary public school, the secondary school, the denominational school, the State university and private institutions alike and infusing into them the poison of dependence and educational mendicancy sent forth from the central sac beyond the reach of the people of the country. National incorporation of the component parts of this trust gives the National Government no actual control over them, but gives them a prestige sufficient to enable them to develop into an imperium in imperio which, tending as it already does to remove as far as possible from the people the control of their schools and colleges—the control of their education—may educate the people to consent to a subversion of the genius of American institutions.

When will the actual "educators" on the General Education Board and college authorities who regard the endorsement of the Board as of value to real education awake to the danger?

CORPORATIONS AND COMMUNITIES.

Two years behind the times and in strange disregard apparently of some notable lessons, a proposition to reduce railroad passenger rates in Mississippi emerged recently by way of the Railroad Commission of that State. It has, however, served an excellent end in bringing to the light signal manifestations of an understanding on the part of the people of Mississippi of the relations between the railroads and the peo-

ple. Business bodies, merchants and manufacturers of leading cities of the State have united in protests against the proposed change, and the *Daily News* of Jackson is authority for a statement that if there is any public sentiment in Mississippi in favor of a two-cent flat rate or even a two-and-one-half-cent rate it has not manifested itself. It seems quite evident that the people want not cheaper service, but better service, and that their opinion is that any attempt at revision of rates at this time would disturb business and commercial interests and seriously affect the prosperity of the State. Mississippi has only about one mile of railroad for every 11 square miles of its territory. It is one of the Southern States where more railroad facilities are urgently needed. Between 1880 and 1890 its railroad mileage more than doubled. In the next 10 years less than 500 miles of railroad were built, but since the turn of the century about 1200 miles have been built. Results of this recent railroad building, especially in the development of timber resources, the expansion of truck growing and the enlargement of commerce, are a promise of what more railroads will bring to Mississippi. The people of that State seem to have wisely come to the conclusion that they would rather have more and better facilities than lower passenger rates. The Mississippi incident is an expression of the reasonable attitude of the public toward the corporation. The reasonable attitude of the corporation toward the public is expressed in the following, appearing as a display advertisement occupying two pages of the *Daily Oklahoman*:

Its officials intend that the Rock Island lines shall be the leading and most highly-thought-of transportation system in the State, if not so already. As fast as earnings warrant, the work of standardization and physical improvement will be carried on in the same earnest manner as during the past two years—heavier rails, ballast, steel bridges, etc. Some of our friends call attention now and then to the desirability of new and more appropriate station buildings. In this respect we ask their indulgence as far as possible until after the other work of greater importance has been completed. Until every train is exactly on time every day, barring unforeseen happenings, until every passenger is pleased and until every shipper has had the best of service on every shipment, the management will not be content. To this end friendly and intelligent criticism is requested from time to time. Most of the Rock Island employees and officials desire to please all patrons, give them information and otherwise serve them pleasantly and promptly. Occasionally some new man, from some other railroad, who has not yet absorbed the Rock Island spirit, may unintentionally offend. Instead of "laying it up" against the company, please tell us all about it; we can generally get him into our way of doing; if not, he won't do. But don't be too hard on him in the start, and don't get cross yourself if you can help it.

Here is a request from a public-service corporation for co-operation on the part of individuals in the communities that it would serve. Addressed primarily to the people of Oklahoma, it is a suggestion of far wider applicability. It presents the working basis for a full understanding among all parties concerned that should obviate annoyances and serious difficulties on the one hand, or, on the other, check the growth of antagonisms, often petty in origin but likely to develop serious and far-reaching results, and should create an atmosphere in which the people and the railroads or any other public-service corporations shall recognize that their interests are mutual.

For the benefit of the Rock Island system, in this particular instance, every passenger and every shipper dissatisfied for one cause or another with

any part of the service rendered should frankly lay the matter before the management, and the management, on the other hand, should frankly meet the criticism, either by explanation if there is no substantial basis for the criticism, or by correction if a difficulty actually exists. It is natural, of course, for the individual passenger or shipper to regard his point as of elemental importance, and for a community to believe that a station improvement should take precedence over every other activity of a railroad. It is equally natural for a railroad management, handling a thousand and one details of many kinds, to be unable at all times to place itself at the point of view of the individual or the community. But when, in a candid interchange of opinions, the railroad may demonstrate that, while a new station may add to the attractiveness of a town, it is of greater importance to the town that the other equipment of the road should be brought to a condition that will add to the passenger and freight facilities of the town, a cause for ill-feeling will disappear. The very act of exchanging opinions is bound to encourage the growth of good feeling between corporations and communities that will be reflected in a saner state of mind when legislation affecting corporations comes to be considered.

BUSINESS-BODY DIFFICULTIES.

Difficulties that emerge in the conduct of bodies designed to further the welfare of cities and towns are discussed by M. A. Hays on another page of this week's issue of the MANUFACTURERS' RECORD. The article will be read with interest by many persons who know what a power for usefulness commercial clubs, chambers of commerce, business men's leagues and other such organizations may be, but who are aware that too frequently their purposes are not fulfilled. Mr. Hays suggests many practical difficulties and embarrassments, but he does not dwell sufficiently upon two elemental sources of failure. One deals with the membership of the organization; the other with the executive officer. Both are related.

This is an era of overorganization. So widespread is the tendency to organize that there is probably not one full-grown man in every hundred thousand of the population, and probably not a single woman, who is not a member of some organization or other. And it is probable that not one of every one thousand members in an organization does more than pay annual dues and give a sigh of regret when what he thinks is a letter of interest turns out to be the annual report of his organization or a call for more funds. The popular sense of the importance of organization has become so exaggerated and distorted that the great majority of members feel that they have been relieved of all responsibility as to the object of the organization, and that their full duty is done when they have paid their dues or consented, mostly in ignorance, to the use of their names on the organization's stationery.

Organizations intended to promote the material welfare of communities are peculiarly the victims of this failing. Men occupied in their own business that would not be a success if they were not thus occupied do not seem to understand that some occupation by them, some personal participation, in the affairs of a body formed for promoting the general business of their city is essential to its success, and most of them are content to attend an annual

meeting when an election is on hand or to be present at a banquet having among its attractions orations of one kind and another. They take it for granted that the secretary, who is paid to do so, will attend to all the details of the organization, and that the executive committee will direct the work of the secretary instead of endorsing anything that he may suggest. So it often becomes a case of really nothing being done, because everybody thinks everybody else will do it.

That situation brings the thought to the individual occupying the executive position and not having any of the qualifications for it. In many communities there are definite liabilities; that is to say, individuals who, for one reason or another, must be cared for by the communities and cared for in a way that will not reflect upon what passes for their self-respect. They are unfortunate in being untrained to any productive or inspiring occupation or are gifted only with the nerve to stand up, with or without provocation, and talk without contributing one fresh item, unless absurdity, to human thought. It is the misfortune of some communities that the membership of business organizations discover specimens of such liabilities as executive officers of their organizations. No member would employ such a secretary in his own business office, but with others he manages to develop an impression that by some good fortune a man worse than useless in an individual business is eminently suitable to conduct a business affecting for good or ill the whole community. The consequence of this is that, in order to justify their occupation of an important office, too many secretaries of business bodies grab at any suggestion which will enable them to appear as doing something. Such secretaries are responsible, in conjunction with executive committees willing to follow their initiative, for an uninformed public being led to believe that the business body has adopted this or that resolution favoring all sorts of wild and harmful movements. Such secretaries welcome warmly promoters of all sorts of private undertakings called conventions, congresses or what nots. Such secretaries are quick to grasp an opportunity to pose as delegates to conventions and congresses, with a result that even competent secretaries are, against their better judgment, forced into the wasteful convention habit. It would be interesting to obtain from communities which have been misled into welcoming many of the conventions and congresses of haphazard character during the past decade an inventory of the benefits which have been received from such gatherings. The MANUFACTURERS' RECORD, which has made a study of this subject in all parts of the country, is convinced that in not more than one of a hundred cases has any benefit been derived save by some secretary of a business body who has persuaded his organization to take the lead locally for the convention of obscure origin, or by the other secretaries who have persuaded their respective organizations that for the advantage of the communities they should be sent to the convention and all expenses paid.

Some day the business men of the country will wake up to the importance of a reform in this matter, and will not only participate actively in the work of their business organizations, whether city, State or national, but also see to it that their executive agents in the organizations shall be not individuals qualified for the job only by their de-

sire to draw its salary and by their smoothness in finding easy marks, but individuals of such business character that they would make a success of any business in which they might engage.

MORE CAPITAL NEEDED.

A subscriber writing from a leading town in South Carolina in regard to an industrial project which he desires to get financed on a basis of 6 per cent. says:

As you know, the South is pregnant with money-making possibilities, but is constitutionally "hard up." Those who have money to invest, outside of the banks, get 7 per cent to 8 per cent., with real estate as security, and the demands for funds at said rates for real estate development greatly exceed the supply.

The condition outlined here applies to a very large part of the South. Wherever development is rapid and in advance of surplus capital the rate of interest is necessarily high. This is one of the reasons why the South needs to put forth great effort to secure the investment of outside money in development undertakings of all kinds. The opportunities in the South are greater than its own money supply. There is room for the investment in this section of many hundreds of millions of dollars to the profit of the South as well as of the investor. Every mistake made by outside investors in putting money into unprofitable enterprises in the South reacts against the whole section. It is, therefore, incumbent upon the people of this section to see that when outside investors are studying the South and its vast opportunities they should have every possible facility that can be furnished and all the co-operation of local people to help them in avoiding mistakes, and when capital has been invested in the South it should receive the amplest protection for the good of the South as well as for the safety of the investor. There is a mutuality of interest between the South and the outside capitalist who invests in this section. One cannot profit at the expense of the other without injury in the long run to both. The capitalist who is induced to make an unwise investment which proves unprofitable becomes an enemy and is forever afterwards active in keeping others from investing in the South. The profitable investment of outside money adds to the prosperity of the whole section, and will tend gradually to lessen the scarcity of money which now halts development by high rates of interest.

STEEL CORPORATION AND THE SOUTH.

In the MANUFACTURERS' RECORD of last week G. Wilfred Pearce, writing of the operations of the United States Steel Corporation, expressed some criticism in regard to the wisdom of concentrating the efforts of that corporation upon the development of the Pittsburg and the Duluth district, and at the same time pointed out the superiority of the South for iron and steel making. He urged that the men identified with the control of the Steel Corporation should recognize the South's great advantages and bend their energies to the development of that district rather than to the concentration of effort in the West, as at present. Mr. Pearce credits the late Henry H. Rogers with urging this policy upon the directors of the Steel Corporation, and says that Mr. Rogers fully appreciated the fact that economic laws would force the very great development of the South, and that it was because of his foresight in

this respect that he made his investment in the building of the Virginian Railway.

The vacancy caused by the death of Mr. Rogers in the directory of the Steel Corporation has been filled by the election of Mr. J. P. Morgan, Jr., thus giving to the Morgan firm four directors—J. P. Morgan and his son and Mr. Geo. W. Perkins and Mr. Charles Steele. With such a large representation in the board of directors it ought to be possible for the Morgan interests to influence the Steel Corporation to the fullest utilization of its great opportunity in the South. Morgan & Co. are very heavily interested in the South. The Southern Railway is one of Mr. Morgan's financial pets, and but for his aid that road would doubtless have passed into the hands of receivers during the financial stress of a year ago. Mr. Morgan is also heavily interested in other railroads in the South. The whole South and thus all of these great properties would be enormously benefited if the Steel Corporation would undertake the development of its Alabama properties on a scale commensurate with their extent. Morgan & Co. have been such strong factors in the upbuilding of many Southern railroads and they understand this section so thoroughly that they ought now to become leaders in the development of its great iron and steel interests. By many it was believed when the Steel Corporation secured control of the Tennessee Coal, Iron & Railroad Co. that its policy would be to hold this property in reserve rather than to largely develop it at present. This we have always maintained is a mistake, and the folly of such a charge is shown in the fact that the corporation has already expended about \$5,000,000 or \$6,000,000 in rounding out the Ensley plant, which at the time of the purchase was in an unfinished state. This, however, is a very small amount compared with the vast expenditures that are being made in other sections, and compared with the extent of the resources of coal and iron ore now owned by this company in Alabama. It is true that the great expenditures at Gary were undertaken long before the panic, and that the \$5,000,000 or \$6,000,000 spent at Ensley was appropriated in the very midst of the depression. This was doubtless the largest appropriation made by the Steel Corporation or by any iron or steel company for new work during that period. But now that business is reviving, wise business judgment, from the point of the profit of operation, and wise statesmanship, from the point of proving to the country that the Steel Corporation did not purchase the Tennessee Coal, Iron & Railroad Co. with a view to delaying its development, but, on the contrary, that it intends to give to the South an iron and steel development commensurate with its advantages, ought to be the policy of the Steel Corporation. We believe that Judge Gary and those associated with him in the management of this great enterprise will very readily join with the Morgan interests in bringing about a larger development of the iron and steel of the South whenever the matter is broadly handled by the people who, like Mr. Morgan, fully realize the certainty of vast industrial and railroad expansion in this section.

SOLID SOUTH NONSENSE.

Another exile from the South has given evidence that he has not kept up with the procession of things at home. Dr. Charles W. Dabney of Cincinnati

seemed to base an address in Alabama the other day upon the theory that there is a "solid South." Referring to the political situation of the people of the Southern States today, he said:

Here they stand, politically united against the people of the North and West, just as they did the year the war ended, and yet, though thus united, feeling no animosity toward any.

His speech revealed the fact that he had observed recent manifestations in the South without apparently comprehending their significance. For he said:

Certainly the hour has struck for the independent man who will think, decide and act for himself.

As was done for another exile, Dr. Hannis Taylor, the MANUFACTURERS' RECORD must again refer to facts utterly demolishing any theory that there is a "solid South." In the Presidential election of 1908, of the 14 Southern States, the electoral vote of one was divided and the whole electoral vote of another was cast for the candidate of the Republican party. Of the popular votes in these Southern States, 992,411 were cast for the candidate of the Republican party, and of the total the Democratic candidate received 1,490,080, or but 58.5 per cent. There was greater solidity in New England for the Republican candidate, who received 60 per cent. of the total vote cast in that section, than there was for the Democratic candidate in the South.

That looks like the South has quite a number, indeed, several hundred thousand independent men who are already thinking, deciding and acting for themselves. This suggestion is strengthened by the fact that 14.2 per cent. of the Congressmen from the South are Republicans, while but 10.4 per cent. of the Congressmen from New England are Democrats. But what New England thinker talks about "solid New England?"

Again, in a recent division in the United States Senate upon a fundamental question in the tariff, 19 Southern votes, 3 of them classed as Republican and 16 as Democratic, were aligned with 42 votes from the rest of the country, 2 of them Democratic and 40 of them Republican.

How long will intelligence pay any attention to suggestions that it is time for the South to take part in affairs of the nation?

WANTS TO KNOW WHAT TO MANUFACTURE.

A Richmond (Va.) subscriber to the MANUFACTURERS' RECORD writes that he is interested in a manufacturing plant fitted up with boiler, engine and steam heat, and desires to use it for the establishment of some line of manufacturing that would not require more than \$10,000 or \$15,000 capital in addition to the plant as it stands. He would prefer to engage in manufacturing some specialty in constant demand throughout the South and Southwest. We invite suggestions and correspondence on this, either for publication in the MANUFACTURERS' RECORD or for confidential suggestion to our Richmond friend.

THE COTTON MOVEMENT.

According to the report of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, the amount of cotton brought into sight during 270 days of this season was 13,002,178 bales, an increase over the same period last year of 2,256,603 bales. The exports were 7,877,166 bales, an increase of 981,467 bales. The takings were, by Northern spinners, 2,476,183 bales, an increase of 866,289 bales; by Southern spinners, 2,112,218 bales, an increase of 170,254 bales.

NORTH CAROLINA WORKS.

Much Improvement Construction Now Under Way.

[Special Cor. Manufacturers' Record.]
Raleigh, N. C., May 29.

The number and variety of buildings in construction here may be taken as a very fair record of what the State is doing, and the showing made is a brave one, indeed, and makes a fine chapter in the story of Southern progress.

The trustees of St. Mary's Female School have decided to erect a dining-room and gymnasium, two stories high, at a cost of \$20,000, this to stand in rear of the present main building, to which two dormitory buildings, of brick, two stories high, are being added.

The trustees of the Central Hospital for the Insane at Raleigh, having urged the erection of a congregate dining-room there, the Council of State has approved the contract which the State Hospital Commission has made with the Central Carolina Construction Co. of Greensboro for such a building. In connection with it are to be bath and toilet rooms, the total cost being \$20,500. A contract is also approved for a steam laundry building at a cost of \$6000, and one with the American Steam Laundry & Manufacturing Co. for machinery for this building at a cost of \$7100.

A syndicate is being formed here to buy the old Market building, in which are the city offices, public hall, station-house, etc. The Municipal Building Commission, created by the Legislature, has received a deed for the admirable site it has bought from the Grimes Realty Co. for the municipal building and the auditorium which is to be in rear of that building. The chairman of the commission informs the MANUFACTURERS' RECORD that the plan is to use concrete and steel in the construction of the auditorium, and to have the latter one story high and bowl-shaped, to seat 5000 people, with a very roomy stage, on the latter being space for a festival organ, which sooner or later will be placed there.

Richard F. Giersch is contemplating enlarging his new hotel cafe, and will probably erect a five or six-story fireproof building on a site he has purchased. W. B. Wright has purchased property in front of the *News and Observer's* building, and will erect thereon a three-story brick hotel cafe with 35 rooms, and expects to begin work on this in time to have it completed by October.

The trustees of the State Agricultural and Mechanical College have ordered their executive committee to prepare plans for an engineering building, and to have contracts made and material ready so that work can begin on this by the end of the year. The cost will approximate \$30,000. Work is being pushed rapidly upon a new dormitory at this college, to contain 168 students, and President Hill says that next year two wings will be added to this. The plans for next year embrace a congregate dining hall to seat 1000. The present dining hall has only half that capacity, and when the new one is completed will be used as an armory. The trustees of this college have employed a landscaper to lay off the grounds and fix definitely the points where the various buildings to be erected in the future will stand.

The contractor who is erecting 10 buildings for the insane and epileptics at the Central Hospital here has pushed the work so rapidly that all will be turned over complete by the middle of July.

The progress of work on the new Rex Hospital here has been so satisfactory that it will be completed by September 1. Hubert A. Royster, the dean, says he feels confident the building will be doubled in size in two years. He is also dean of the

State Medical College here, and its trustees are considering the erection of a building for the students to take the place of one which has for some years been leased. They count on aid from the State through the university, and besides this have \$5000 to be used on the building.

St. Agnes Hospital for 100 negro patients, and which is the third of its class in size in the United States, was completed and dedicated last week. Granite quarried on the premises was used in the building, and all the stone and woodwork was done by the students of St. Augustine's Normal School, on the grounds of which the building stands. The cost was \$40,000, of which \$15,000 was given by the Episcopal General Convention, \$10,000 by St. Augustine's Society of New York city, and the remainder by New York, New Jersey and Pennsylvania people.

The Sunday-school committee of Edenton Street Methodist Episcopal Church here has decided to erect a \$20,000 Sunday-school building, of brick, with stone trimmings, to take the place of the wooden one now in use.

The Seaboard Air Line Railway is doing some very solid work on its bridges in this vicinity, notably those across the Neuse and Deep rivers, where wooden bridges are being replaced by ones of steel and concrete. Railroad building is now quite active in the State. The railways report very good business. It is officially stated that the Lake Mattamuskeet Railway, 70 miles long, which State convicts are building, all in Hyde county, will be finished this year. Work is in progress on a standard-gauge railway five miles long, from John's Station, on the Atlantic Coast Line, in Richmond county, to Laurinburg, in the same county, on the Seaboard Air Line, and the MANUFACTURERS' RECORD is informed that the owners, John McNair and others, will extend this line 12 miles northward from Laurinburg to Wagram, through a very rich farming country, with considerable good timber. Wagram is now a terminus of the Red Springs & Bowmore Railway, 20 miles long, a narrow-gauge, built and operated by the Red Springs Lumber Co. The Aberdeen & Rockfish Railway, which has a road from Aberdeen to Hope Mills, a large manufacturing village where there are many cotton mills, and which passes Raeford, intends to build a standard-gauge line to Wagram, and this, it is expected, will result in the discontinuance of the Red Springs & Bowmore road.

Very great interest is being shown in the proposed automobile highway between Washington and Florida.

FRED A. OLDS.

MUSKOGEE ON THE MOVE.

Rising With the Development of Oil and Gas.

Muskogee Commercial Club,
Muskogee, Okla., May 27.

Muskogee, in Eastern Oklahoma, is making great strides at present. The recent development in the Muskogee oil field has netted several of the largest wells yet brought in in this prolific field of high-grade paraffine base oil. Several wells of over 1000 barrels each have been brought in just adjoining the city limits on the south, in section 3, and an added production of the field has exhausted the tankage supply, so that the Prairie Oil & Gas Co. will at once set about constructing additional tanks to its large tank farm southeast of the city. It is reported that the Prairie Oil & Gas Co. will at once begin active construction of its new pipe line from the Nowata field through Muskogee, down the Arkansas River Valley to New Orleans.

Great interest is centered in the Fed-

eral building site, an appropriation of \$250,000 for the building having been made by last Congress. The site is on 5th street, two blocks west of the main portion of the business section, being 230.4 feet front by 150 feet deep, and costing \$80,000. As \$65,000 is the limit the Government would pay for this site, \$15,000 had to be raised among the citizens of the city, which was quickly accomplished.

Two modern seven-story fireproof office buildings, two five-story and a number of three and four-story buildings are being erected in the business district at a total cost of nearly \$1,000,000. Two million dollars are being spent in public improvements, including water and sewer extensions, the building of a \$250,000 high school and two ward school buildings. A 24-inch water supply main is being laid to the pumping plant three and one-half miles from the city on the south bank of the Arkansas River opposite the mouth of Grand River, from which latter stream the water supply is obtained. Two new pumps are to be installed at the pumping plant. Fire-fighting apparatus is to be augmented by the addition of two modern steamers, and the increased facilities in the fire department will bring it up to the highest efficiency. Fifteen miles of paved streets, which, together with contracts already let and additional improvement districts which have been laid out, will bring the total up to 30 miles during the present year. Three big paving companies with large forces of men are at work in many different sections of the residence districts.

A large foundry and machine works are coming in, which will have an investment of \$50,000 and employ 40 men.

Natural gas is the chief fuel for both industrial and domestic use, but at present is being brought a distance of 70 miles. The Commercial Club is negotiating a gas line to reach a nearby field with a view to supplying gas to manufacturing industries at as low as three cents per thousand cubic feet. Several large fuel-consuming manufacturing concerns are anxious to locate in Muskogee because of the superb transportation and water facilities.

A \$450,000 bond issue for the improvement of roads and bridges throughout Muskogee county and the building of a county courthouse will be voted upon in the near future.

Muskogee was recently designated a reserve city of national banks by Comptroller of the Currency. The following increases for the first quarter of the present year as compared with the first quarter of 1908 clearly indicates the progress Muskogee is making as the trade and financial center of Eastern Oklahoma: Bank clearings, 52 per cent.; freight tonnage, 40 per cent.; postal receipts, 20 per cent.

R. D. SANGSTER, Secretary.

Progress at Lawton.

Among the improvements under way at Lawton, Okla., are the \$100,000 office building of the First National Bank; the \$30,000 Kress & Buell buildings; school-houses costing, respectively, \$110,000, \$35,000 and \$25,000; eight miles of street paving; a foundry and machine shop, and other buildings and industrial plants.

Another improvement that will be of considerable advantage to Lawton is the proposed expenditure by the Government of \$500,000 for 52 modern buildings and make other additions at Fort Sill, three miles north of the city.

Experienced Engineer Wanted.

The city of Talladega wants an engineer of experience in street paving and sanitary and storm-sewer work. Address S. C. Oliver, Mayor of Talladega, Ala.

IN A WEST VIRGINIAN LUMBER CENTER.

[Special Correspondence Manufacturers' Record.]

Marlinton, W. Va., May 29.

This town, the county-seat of Pocahontas county, sprang up like a mushroom upon the building of the Greenbrier Valley branch of the Chesapeake & Ohio Railroad, but with nothing of the ephemeral character of that fungus, the reason being that it has the support of so rich a surrounding country that it has been growing ever since its birth, and seems destined to become a city of very considerable import in the life of a very important State. The lands of this county, lying high up toward the top of the Alleghany Mountains, were covered by nature with a heavy growth of timber, and for years to come the lumber industry will be carried on hereabouts with great activity. In no other section of the State are so many big mills running, in no other county is the daily cut of lumber anything like as large. The average daily output in Pocahontas runs well toward 1,000,000 feet.

The railroad, which shoots off from the main line at Ronceverte, runs to Winterburn, 46 miles above here, and between that place and this are no less than 14 big mills, most of them band mills, but a few of the larger type of "circle" mills. In addition there are more than a score of smaller mills, most of them of the "portable" type, cutting the timber from the smaller tracts and sending it to the railroad at various points.

At Winterburn, George Craig & Son have a big plant hard at work cutting the product from 11,000 acres of land. Their timber is mostly hemlock and spruce, though there is a considerable aggregate of other varieties.

Just across the river, at Dunlevie, is the plant of the Flint, Ervine & Stone Lumber Co. This concern also has 11,000 acres, and is turning out a lot of hemlock and spruce.

Down the road a few miles, at old Camp Bartow, the Bartow Lumber Co. is putting in a good-sized plant to work up 1500 acres of hemlock and spruce. The mill will be completed and at work some time in the summer.

Going on down, we find at Boyer the big mill of H. J. Wilmoth & Son. This concern is taking the timber from 12,000 acres. Most of its cut is hemlock and oak, though it has considerable spruce and some of all the varieties native to this section.

At Durbin is the A. J. Miller plant, a large concern that is working on a 3000-acre boundary. This is chiefly hemlock and oak.

At the same place W. S. Taylor is putting in a big mill to work up the product of 10,000 acres lying near, and is building a railroad of several miles length to haul the logs to the mill.

At Hosterman is the mill of Charles Hunter, who bought out the plant of the Hosterman Lumber Co., together with its 15,000 acres of land. This is mostly a hardwood proposition, though there is a good deal of hemlock and spruce mixed with the oaks and chestnut.

At Cass is the most important operation of the entire number, being that of the West Virginia Spruce Lumber Co. This company has 150,000 acres of land, and has a large equipment, consisting of its big sawmill, 40 miles of railroad—with more to be built—foundry and repair shops for locomotives, cars, etc. Its timber is largely spruce.

At Clover Lick the De Ran Lumber Co. is cutting the timber from 6000 acres of land and carrying it to the mill by a railroad eight miles long. This is a hardwood proposition, oak, ash, etc.

At Harter is the mill of Harter Bros., working on 3000 acres of hardwood.

At Halfway Run, Brown, Depp & Swanson are sawing up the product of 1000 acres. This is mostly hardwood.

At Millpoint the Warren Lumber Co. has a big double-band mill cutting the timber from 7000 acres of spruce and hemlock, which its 15 miles of railroad brings from the headwaters of Cranberry.

At Beard, Kidd, Kirby & Lilley have a plant working on a 1000-acre tract of poplar and hardwood.

The Chaffey-Wilson Lumber Co. will also put in a mill at Beard at once to cut the product of a 17,000-acre tract recently purchased just across the river. This tract is estimated to have on it 10,000,000 feet of hemlock and hardwood.

That completes the list of operations on the Chesapeake & Ohio above this city, and brings us to the plant of the Campbell Lumber Co. at this place. This is a band mill with a capacity of 125,000 feet a day, and is cutting logs from a tract of 15,000 acres of land lying on Williams River, 30 miles from here, over a very considerable mountain. This 30 miles of road belong to the company. The plant is a very complete one, having its own foundry and machine shops, planing mill, water-works and electric-light plant, together with 50 or more modern houses for its employees. Its timber is largely spruce and hemlock.

Below Marlinton the first mill is at Wotoga, where the Tomb Lumber Co. is working a tract of 10,285 acres of hemlock and hardwood. Here is located also a kindling-wood "factory," which cuts into lengths, binds up and ships six carloads of kindling wood daily. This kindling is made up from the refuse from this and other mills, and the business is said to be a very profitable one.

All these plants are in Pocahontas county, but they do not comprise the total of the operations in the county, as we shall presently see when we come back to follow another line of railroad upon its course through the county.

Going on down the Chesapeake & Ohio we come to Droop, in Greenbrier county. Here the Hogg Lumber Co. is working up the output from 1000 acres of hardwood land.

The Grove City Lumber Co. is located at Rorer, sawing the output from 2000 acres of hardwood. It has a railroad three miles long for hauling in its logs, and an excellent equipment in all departments.

At Horock there is no large mill, but three or four small ones make up for the output of one big one, and thus bring that place within the original scope of this article. In the country back of Horock there are also a good many small mills that make that place their shipping point, so that it is really a very important place from the viewpoint of the lumberman.

Renick has no big sawmill of which to boast, but it is the location of one of the plants of the Horock Desk Co. of Herkimer, N. Y. This factory buys lumber from such mills in its section as have the kind to suit it, and manufactures it into furniture, which is shipped to Herkimer in "knocked-down" condition, and there put together for the market. It makes all kinds of office furniture, gives employment to a considerable force of men, and is a very important industry.

The Deter Lumber Co. has its mill at Deter. The mill is across the river from the railroad, and the cars are taken across on the company's own bridge. It also has a narrow-gauge road four miles long from the mill into the forest.

At Woodman is the Donaldson Lumber

Co. plant, one of the largest, most modern and best equipped on the road. This company has built a bridge across the Greenbrier River from its plant to the railroad, a metal structure set upon concrete piers, that is as substantial as any bridge in the country. The company is working a tract of 12,000 acres, and carries its logs to the mill on a railroad of its own seven miles long. It is principally a hardwood proposition. The mill is a new one, set on concrete foundation, and looks as if it had been built to stay.

Going back up to Durbin, and taking there the Western Maryland Railroad, which connects with the Chesapeake & Ohio at that point, we run up the western branch of the Greenbrier River, and on the 18 miles of the road that lies in Pocahontas county we find five important mills.

The first of these is at Wildell, where the Wildell Lumber Co. has its operation. It has 12,000 acres of timber, mostly spruce and hemlock. Besides its modern mill, it has 15 miles of railroad, 25 houses for its employees, a hotel and numerous other appurtenances that go with a first-class mill outfit.

The Pocahontas Lumber Co. has a big band mill at Burner, where it is working a 10,000-acre tract of spruce and hemlock. It has eight miles of railroad, 30 houses, hotel, store, etc.

At Braucher is the band mill of W. W. Dempsey, who is cutting the stuff from 4000 acres of land. This is a modern plant, and it is turning out a lot of spruce and hemlock lumber.

On the other side of the mountain from Braucher Newell Bros. have a band mill, and the lumber manufactured there is brought to the railroad at Braucher by means of an incline plant that carries it up one side of the mountain and down the other. The Newells have 2000 acres, principally spruce and hemlock.

The Sweet-Lilley Lumber Co. also has its plant at Braucher, and is working a tract of 1500 acres of spruce and hemlock. This is a band mill.

While these are all the big mills in Pocahontas county and on the line of the Greenbrier Valley branch of the Chesapeake & Ohio Railroad in Greenbrier county, there are, as stated in the outset of this letter, many small mills working off the road and bringing their product in by wagon that help to swell the daily output by many thousands of feet. Nor is this yet the sum of the industrial achievement of this section with respect to forest products. There are some by-products of these operations that are of themselves very important.

The firm of Williams Bros. have a contract under which they take from the mills all their slabs and other waste from spruce and hemlock timber and cut into the proper lengths for pulp wood. They also follow the work in the woods and gather up the tops, bad butts and other waste, which they utilize in the same way. By these means they are loading 21 cars with pulp wood daily, and sending it to the mills of the West Virginia Pulp & Paper Co. at Covington, Va., and Davis and Piedmont, W. Va.

At Durbin is what is said to be the largest tannery in the world. It is the property of the Pocahontas Tanning Co., which is principally owned by J. G. Hoffman & Sons of Wheeling. The buildings cover eight acres, and the output is 1000 hides daily. Employment is given to 100 men.

In Marlinton is what is said to be the most complete and up-to-date tannery in the world. It is the property of the United States Leather Co. All of the latest improvements known in the tanning business are found installed in this plant. The output is 900 hides daily.

Nor must it be supposed that this county depends entirely upon its forests for commercial strength and financial importance. After the forests shall have been taken to market in manufactured condition, and after the people have ceased to depend upon so rapidly disappearing a source of prosperity and to look for something of more permanence, the true value of the lands of the county will come to be appreciated. For be it known this is a fine agricultural section of the footstool, and needs but the intelligent and industrious care of the husbandman to produce annually wealth equal to what the forests are now giving their all to bring to their owners. In the first place, these are natural grazing lands. Bluegrass is indigenous to this soil. Clear away the timber growth, so that the sun can strike the ground, and bluegrass comes up of its own motion, making the most productive pasture, and for many years the best of the farmers of Pocahontas have raised as fine cattle as grace the famous bluegrass section of Kentucky. As the natural wealth is stripped from the land, never to return, the attention of the people will turn toward agriculture, and improved methods of husbandry will be adopted to make the entire county flower and fruit to the great advantage of its citizens. The high, cold, rich soil is well adapted to the production of potatoes, which it yields not only in great abundance, but also of the highest quality. They greatly resemble the "Mormons," as the fine menly potatoes of Utah are called in the markets of the West, and would, if raised in large quantities, soon become sought after in the markets of the East. Cabbage and its cousin, cauliflower, both grow to the highest state of perfection here, and with proper effort can be made immensely profitable. The big white onion makes a good crop also, and could be cultivated in quantities at great profit. No better celery comes from Michigan or Florida than is grown in Pocahontas county, and there is no reason why an enterprising man should not make a fortune here in producing that succulent. It is a natural orchard country, and the apple farmer will certainly find profit in turning the stripped forest lands into orchards and shipping thousands of barrels of apples from them to market each year.

Several years ago an acquaintance of mine who owns a fine bluegrass farm in this valley conceived the idea of stocking an immense dairy farm and shipping milk daily into Washington city. It would not be surprising if the day of more rapid transportation and the more perfect preservation of milk would bring that scheme into the realm of absolute feasibility.

However, some of these forest lands cut as high as 100,000 feet of timber to the acre, and many of them produce 10,000 and 15,000 feet, so that it will probably be a good many years before the lumber business ceases to be the most important in the county, and the one most depended upon to bring wealth and prosperity. But when the forests have disappeared and the people are driven by stress of circumstances to turn to the pursuit of agriculture for their livelihood, the best days of Pocahontas county will have arrived—the days of a more permanent, a more reliable and a more widely diffused prosperity.

GEO. BYRNE.

Interstate Power Co.

The Interstate Power Co. of Elberton, Ga., has been incorporated with a capital stock of \$3,000,000 to build water-power-electric plants by Jack J. Spaulding of King & Spaulding, Atlanta, Ga.; Thos. J. Brown, Elberton, and E. Marvin of Underwood, Ga.

COTTON AND TARIFF.**Position of the American Cotton Manufacturers' Association.**

[Special Cor. Manufacturers' Record.]
Richmond, Va., May 27.

The final sessions of the American Cotton Manufacturers' Association, which held its convention here last week, were marked by a vigorous discussion on the tariff question, and resulted in the adoption of resolutions thanking Mr. D. A. Tompkins for his able address upon the subject of "The Tariff on Cotton Textiles," favoring a tariff that should be so made as to afford incidental protection to those industries at a disadvantage in manufacturing as compared with foreign manufacturers, and therefore urging representatives in Congress to place such duties on cotton goods as will serve to encourage the production of all classes of these within the limits of our country, and to make provision for the appointment of a tariff commission.

When these resolutions were read Chairman D. C. Finney and H. P. Meikleham, a majority of the resolutions committee, recommended that the latter part of part one and all of part three, referring to the appointment of a tariff commission, be stricken out, but after considerable debate the minority report by James P. Gossett of Williamson, N. C., recommending the adoption of the resolutions in full, was passed. Mr. D. A. Tompkins, in arguing for the tariff commission, said that his ideas of the powers of such a body were that they were not to encroach on those of the National Congress, but should be under the control of Congress, making such investigations and recommendations that would aid in the adoption of proper tariff legislation. Such a body, he added, by sitting all of the time would prevent the disruption of the industrial situation whenever it was felt necessary to revise the tariff laws. Mr. George Otis Draper of Massachusetts opposed the creation of a tariff commission, because he stated that it would necessarily be composed of a small body of men, and as these would naturally be governed by the conditions of their individual business environment prior to being on the commission, their opinions would not be as representative of general business conditions and requirements as those of the members of the National Congress, who come from every section of the country. President-elect Parker of South Carolina spoke in favor of a tariff commission, but against a high protective duty which prohibited competition. He added that the association ought not to go further than declaring for a tariff which provides revenue and incidentally protects. The following resolution on the tariff was also adopted:

"Whereas, some 20,000,000 to 30,000,000 pounds of cotton waste is annually imported into this country to compete with the waste of American mills, thereby depressing the price of the waste of American mills, resolved, that this association respectfully request the Congress of the United States to place a reasonable duty on cotton waste to act as a protection to American mills in abnormal times."

Other resolutions favorably acted upon included those favoring the plans for the preservation of the forest areas; the improvement of highways; the Overman bill, placing a tax of \$12 a head on all immigrants, and thanking those having to do with the business and social success of the convention.

The office of secretary of statistics was created, and is to be filled by the board of governors. The duties of this officer will consist of preparing information with relation to the cotton-mill industry and compiling statistics in connection therewith.

A resolution was submitted, but reported unfavorably by the committee, asking that the several national associations and the various State associations agree not to sell second-hand bagging for reuse in baling cotton, but only to those who would agree to tear it up and reweave it. A motion was adopted authorizing the president to appoint a committee of five to investigate the matter and report at the next annual meeting.

The following officers were elected for the ensuing year: President, Lewis W. Parker, Greenville, S. C.; vice-president, Charles K. Oliver, Baltimore, Md.; secretary-treasurer, C. B. Bryant, Charlotte, N. C.; chairman board of governors, Ellison A. Smyth, Greenville, S. C.; to fill expired terms of members of board of governors, W. A. Erwin, W. H. Harriss, C. D. Tuller, C. H. Moody, Ridley Watts and L. D. Tyson. W. H. STONE.

CHICKASHA REACHING OUT.**Transportation and Industrial Interests Expanding.**

[Special Cor. Manufacturers' Record.]
Chickasha Commercial Club,
Chickasha, Okla., May 29.

The City Council has voted unanimously to grant a street-car franchise to Lawrence Martin, to be submitted to a vote of the people. That the street railroad will be built every person who knows Mr. Martin feels confident. He has Boston capital interested with him in the proposition; in fact, the man who will manage the proposition is Colonel Woodward of Massachusetts, a street-car and interurban builder. Mr. Martin is at the head of the gas company, and is one of the three who made it possible for Chickasha to become a manufacturing city through the development of electric water power in harnessing the Washita River. The power to run the street railroad will be furnished through the generating of electricity by water power by damming the Washita. Already five power sites have been condemned in addition to the one now furnishing power to run the mills and manufacturing factories and light up the city at night.

The stock for the talked-of underwear factory has been subscribed to such an amount that the location of the plant is assured. The principal part of the stock is taken up by business men of Chickasha and farmers of Grady county. The capitalization will be \$150,000. Mr. Potts of the firm of Wooten & Potts, leading cotton buyers of the city, is at the head of the movement.

The Lea electric planing mill, an industry that has grown from a little doer and sash manufactory to an institution that is now reaching out over the State with its work, is to take on additional stock of \$25,000 for enlargement of the plant in order to meet the increasing demands for its output. This mill is run on the co-operative plan, each employe having stock in the company and sharing in the profits.

A horseback survey is now being made in contemplation of an electric railroad between Chickasha and Ardmore, to traverse 100 miles of rich mineral, asphalt, cement, fuel oil, granite and other of earth's valuable deposits. Ardmore and Chickasha will contribute liberally in bonuses for the proposition.

A company headed by Denis O'Brien, one of the developers of the electric water-power plant, has taken out a charter for another dam to be located three miles below the present power plant under the name of the Chickasha Hydro-Electric Power Co., and will commence building same in the near future. The capitalization of the company will be \$100,000, and it is claimed that power equal that of the one now in action will be developed. It will have a minimum fall of about 20 feet,

developing from 2200 to 3000 horse-power.

The State Board of Regents have been in the city to select site for the Oklahoma Girls' College and Industrial School, to cost \$100,000. The new school is to be opened in September in the new high-school building, and there conducted until the State building is finished. The site of the school is in Spark's Addition.

Over 400 new residences have already been erected this year, and at this writing 118 are in course of erection. Several good two and three-story brick business houses are in course of erection. The \$36,000 Rock Island eating-house is drawing near to completion. In the new City Hall building the Commercial Club has been tendered two beautiful rooms.

CAD ALLARD, Secretary.

Coastwise Commerce Control.

R. D. Sangster, manager Muskogee Traffic Bureau, Muskogee, Okla., writes to the MANUFACTURERS' RECORD:

"In your issue of May 20, page 55, we note an excellent article on Southwestern traffic difficulties by Mr. H. H. Haines, secretary-treasurer of the Southwestern Shippers' Traffic Association. We also observe the editor's note at the conclusion of the article, in which some skepticism is evinced as to the practicability of coastwise lines being placed under the jurisdiction of the Interstate Commerce Commission. Assuming, of course, that you are in position to give to this question a view as broad as the issue itself, I ask why you feel that the best interests of the entire country will not be subserved by giving the Interstate Commerce Commission this additional power? If the Interstate Commerce Act as amended and the labor of the commission in carrying into effect the law means anything, it means uniformity in transportation matters, not only as to rates themselves, but rules and regulations under which discriminations and inequalities are sought to be eliminated. The present working of the steamship lines is directly contra to the principle of the law, and as a matter of fact they are at perfect liberty, and actually do handle freight of the same class to the same consignee on the same boat at different rates. If this method of transportation is salutary to the shipper, consignee, or even the boat line, we think the Interstate Commerce Commission should be dissolved and the law they are endeavoring to administer for the good of all the people be at once repealed. Kindly give us your view as fully as possible on this important subject in which great interest is now centered throughout the Southwest."

[The MANUFACTURERS' RECORD has during the past 10 years written so much upon the subject of control by the Federal Government of commercial, industrial and transportation activities that anything further upon the subject dealing specially with Federal control of coastwise steamers could only be an elaboration of a protest against the ever-increasing tendency to depend upon the Federal authorities for relief from difficulties of every kind and against giving more power to the Interstate Commerce Commission, which hardly seems capable of exercising, to the improvement of transportation conditions, the immense power already at its disposal.—MANUFACTURERS' RECORD.]

Improvements at Hope.

[Special Cor. Manufacturers' Record.]
Hope, Ark., May 14.

The extensive improvements at Hope in the water system and electric-light plant and the installation of sewerage system is nearing completion. The entire expenditure in the improvements amounts to about \$200,000. All the improvements are modern, and the people of Hope look ahead

with pride to completion of this work. The water is from deep wells, and practically inexhaustible.

An electric or motor car line from Hope out three miles east into heart of the fruit, berry and general truck lands in the sand hills and to springs of purest water has been suggested, and good openings are here for investment in the line and in brick and tile and hardwood factory lines.

A. P. Dyke of this place has a test well of six-inch size 730 feet into gray shale, with some fine pyrite concretions, seeking oil and gas.

Improvements at Denton.

[Special Cor. Manufacturers' Record.]
Board of Trade,
Denton, Texas, May 28.

Denton has recently entered upon a new era of improvement. Work is now under way upon a municipal sewerage system, something the city has badly needed for a long time, which will be a great improvement from a sanitary standpoint.

The Board of Trade, one of the most enterprising and progressive commercial organizations in Texas, has worked long and faithfully for Denton, and the fruits of its labors have recently begun to ripen into improvements. Two of the State's educational institutions—the North Texas State Normal and the College of Industrial Arts (for young women)—being domiciled at Denton, the State has recently been expending considerable here making improvements.

The city has only recently learned that it has a very valuable undeveloped resource in mineral water, and the Board of Trade has succeeded in stirring up considerable interest in the development of that resource.

A. G. LEE, Secretary.

Engineering Contractors.

The American Society of Engineering Contractors has been organized in New York, with a membership of about 1500, scattered over the United States, Canada and Mexico and in foreign lands. The membership consists of corporate members, who must have had at least seven years' experience, a degree from a college counting as two years, while associate members must be 18 years old, and either interested or engaged in engineering contracting. The following officers have been elected for 1909: George A. Jackson of Chicago, president; Halbert P. Gillette of New York, first vice-president; D. E. Baxter of New York, second vice-president; Daniel J. Hauer of New York, secretary, and Prof. Alex. Haring of New York, treasurer. These officers and the following gentlemen make up the board of directors: Edward Wegmann of New York, W. D. Lockwood of New York, DeWitt V. Moore of Indianapolis, Ind.; E. S. Hanson of Chicago, George Warren of Boston, J. R. Wenlinger of New York, Major Cassius E. Gillette of Philadelphia, F. C. Hitchcock of New York and Howard J. Cole of Morristown, N. J. Offices are in the Park Row Building, New York.

An Arkansas Electric Plant.

The Pike County Water Power Co., which was incorporated last month with a capital stock of \$1,000,000, plans to construct a concrete dam across the Little Missouri River near Murfreesboro, Ark., for the purpose of generating electricity for transmission to various cities. It is estimated that from 20,000 to 40,000 horse-power can be developed, and the company plans to arrange for beginning construction during the next several months. Claudius Jones is president of the company, with general offices at Little Rock, Ark.

WEAKNESSES IN BUSINESS ORGANIZATIONS.

By M. A. HAYS.

[Written for the Manufacturers' Record.]

The life of the ordinary commercial club or similar association, under whatever name it may have, is in most cases that of failure. The club, organized with enthusiasm and starting out with high purposes, either meets an early death or soon passes into a state of practical lethargy, so far as the doing of real work. This frequent failure on the part of such organizations has robbed them of much support they should have, made business men more or less skeptical regarding their efficiency as agents of legitimate promotion, brought them into more or less disrepute. Why are there so many failures? It certainly is not because the commercial club does not have a worthy mission, not because the town or city does not need it.

That a legitimate field exists for the association established to advance the interests of a community and that a capable one can do much for its town or city is without doubt. There is work which can be done in no other way than by the co-operation of citizens in an organization fitted to act as their agent and as their vehicle for handling matters of general and municipal concern and for the promotion of the growth of the place. Because there is such a legitimate field, and because the organization so often fails in its purpose, there should be study of the proper mission of the commercial club, the method of its organization and an understanding as to the real work it can do.

It is but natural that most of the associations soon become practically inefficient. Usually they are organized in some special spasm of civic ambition or patriotism, are the outgrowth of momentary enthusiasm or are due to the personal efforts of a very few men awake to the necessity of some systematic work for the community's interests. With the passing of the enthusiasm or withdrawal from active work of one or two leaders the organization sinks into a state of lethargy, members fail to keep up their dues and the logical end is not long in coming. This may be hastened by the inefficiency of the secretary, the failure of some certain results which were looked for, usually unreasonably, often by the predominance of a few men in the affairs of the club, the turning of it into a debating society for the discussion of all sorts of questions, local and general.

In a large number of instances the civic association for promotion is both improperly organized and improperly or inadequately financed for its specific work. In many cases the men at the head of it, as well as the great body of members, have no clear idea of what the real work of the club should be, how it should be carried on and what can reasonably be expected to be accomplished. Not one man in a dozen who joins a commercial club or pledges its financial support recognizes that its work must be carefully planned, and for a long time ahead; that if it is to do any really good work it must be organized and financed with a view to permanency in its efforts; that it must be in existence for some time before any results can be accomplished, save from good luck, and that very much of the best work is that of which results cannot be definitely traced, may never be known.

The association organized for industrial or other co-operative work of a public character must always be a promoter. It must be a general development agency concerned with everything which advances the interests of the town. Its work may be said to be of a threefold character—the study and investigation of the needs and

the resources of the place, the bringing of them to the attention of people likely to be interested, and especially placing them before men whom it is sought to influence in locating industries, and the creation and maintenance of local enterprise and civic patriotism. The secretary's real work is to know his field and place its advantages before interested outsiders in as telling a manner as possible. In this work the organization will succeed or fail in just the degree in which it gives the secretary opportunity and facilities for carrying it on and support of his efforts. A poor secretary may fail with the best organization back of him; a good secretary will rarely succeed with an inadequate one.

The efficient commercial organization will, first of all, be a reliable, intelligent and complete bureau of information regarding everything which pertains to the town and its immediate neighborhood, and which has a bearing on the town's interests. Not one in a hundred members of commercial clubs, not one secretary in a score grasps this fact. The little index cards, the carefully kept files, with their funds of available information, are always the best asset for the club workers and for the town. Upon the available information depends the power to advantageously present telling arguments to investigators, to interest casual inquirers. Statistics and general information are the ammunition with which the game is brought down.

When the club has provided itself with the proper equipment of statistics and information of various kinds regarding its town it can always accomplish something, even if it become no more than the place where local people and visitors resort for the latest and reliable facts about the place. Of course, provision should be made for keeping everything up to date. Then comes the work of getting the story of the town and its advantages to the outside world, of reaching the particular men desired. This is the publicity and soliciting end. And here most clubs are lamentably lame. This is mostly so because they are poor, because they have no fund for advertising and for active missionary work. Chapters about the true method of successful municipal publicity might be written, probably have been written. The methods to be adopted depend upon circumstances, upon the club's resources and the special people to be reached. There are dozens of ways, some old, some new, and the personal end in this part of the work cuts a big figure. So many associations fail in this end of their work because the man or the men in charge of it lack definite ideas and force. There is an enormous amount of work and money thrown away in the publication of circulars, leaflets and descriptive books regarding cities and towns. Every town should be supplied with some printed matter giving facts which strangers and inquirers want to know. It is usually a waste of money to issue large, expensive books; it is almost useless to put out stuff which is not in an attractive form, concise and reliable. The poorest organization ought to be able to raise a few dollars to print a leaflet or a little pamphlet giving the main facts about the place in an interesting way, told briefly enough to insure attention; but over half the publications of this kind are badly written, give no real information, are printed unattractively, and to half their readers tell the story that the secretary or other men at the head of the organization are not alive to the situation.

So much industrial work has been done in this country in late years that a very

general idea prevails regarding the duties of the industrial agent, the club secretary or town publicity man. And yet few men have a very distinct conception as to his work and what he can accomplish. Comparatively few men have the natural aptitude, fewer the proper training and knowledge for the work. Unless the paid secretary or agent of the association is able to do his work well the critics, who are always in evidence, and the men who have an unreasonable idea of what such an organization can do soon give voice to their complaints, and confidence in the club's efficiency is lost.

The really efficient secretary of a commercial organization must be a man with an all-around equipment. He must be a student of industrial conditions and of men; he must keep abreast with factory development and movement; be something of a specialist in all that pertains to municipal advance and progress; able to meet and present the claims of the town to men of various characteristics and callings; he must have a mind fertile in publicity plans and means; he must be watchful to take advantage of any movement or event which may be turned to the interests of the place; he must have the faculty of discovering industries which may with advantage be located in the town, and be possessed of tact and judgment. If, in addition to all these qualifications, he has the rare ability to keep up the interest of the club members in the work, to inspire enthusiasm in the people of the town, he will be a success and the association will not meet the fate so common.

Men with all these qualifications available for the work are scarce. The ordinary town or club has not the financial support to secure them. There are many, however, with very many of these qualifications who are available, and if they have the proper spirit can accomplish good work; work that is well worth carrying on, and which should give the club some permanency of life. The trouble is that the selection of the secretary is so often a matter of chance or of personal acquaintance or due to the ability of the applicant in putting his claims before the selecting committee. The man without the natural aptitude or the training for the work usually understands that certain things must be done. He does them, and does them well, carrying on the routine work, but he never initiates anything, seldom can prove aggressive in any line, usually becomes simply the clerk of the executive officers and committees, puts no life into his printed matter and his advertising, and when the general interest in the organization begins to flag he is ready to go to sleep with the other members and workers.

There is one very important thing about the work of a commercial club that should

be understood to keep it up and to make it a valuable asset to a community; that is, that there must be plans for carrying on a continued and a systematic effort along the broadest possible lines. Results cannot be accomplished in a day or a month, nor by spasmodic undertakings. Another thing to be remembered is that much of the most effective work is quietly carried on, without a flare of trumpets, until the end has been accomplished. Undue or untimely publicity and too much talk has killed many good efforts and prevented the location of numbers of likely industries. In all the work the real purpose must be borne in mind, that it is the interest of the town, and not that of the club, the officers or anyone or anything else that is to be advanced.

The lesson of co-operation, of the necessity of steady co-operation, needs to be learned in many places. Because it has not been prevented many towns from growing as they might, weakens and kills scores of associations formed to promote municipal advance.

I know a city where there are two or three commercial organizations dealing with various phases of the municipal interests. In not one of them can you get any real information about the city or any particular subject. Frequent meetings of members discuss various subjects, pass resolutions, and all that. There is no late printed matter setting forth the real facts about the town and what are without doubt distinct advantages; there is no money spent in advertising the city, and though the place has many thousand people and many prosperous business men, it is almost impossible to secure funds to pay the meager expenses of the organizations. Naturally such associations are not accomplishing much, and it steadily becomes harder to finance them. And yet in that city there are many public-spirited men who need only to be shown the proper ways of co-operation to induce them to give quite freely for the maintenance of an efficient organization, and who will personally become splendid workers in pushing the place. Dry rot, through a lack of understanding of what good work by a commercial club means and the methods, or lack of methods, and of capacity on the part of officers, not only afflict the organizations, but have created a widespread prejudice against them and all such associations. Incompetency has done its deadly work in that city, as it has in so many others, and that is why so many commercial clubs fail. There are other reasons, but this cause can be avoided with the proper methods of organization and the wise selection of officers, by a correct understanding of the real work to be done by an association formed to build up a community.

COTTON PRODUCTION: 1908.

Bulletin 100, which has just been issued by the Bureau of the Census, consists of a report on the production of cotton in 1908, prepared under the supervision of Mr. William M. Stewart, chief statistician for manufactures, by Mr. Daniel C. Roper, expert chief of division. The report is presented in five divisions: (1) Annual cotton production in the United States, by States and counties, from 1904 to 1908, with statistics of the production for previous years; (2) world's cotton production for mill consumption in 1907 and 1908, by countries; (3) stocks of cotton held in the United States at the close of February, 1909; (4) the relation of the Government to the cotton industry, and (5) the commercial and industrial importance of American cotton.

During the ginning season of 1908-09, as for the three previous seasons, 10 preliminary statements of cotton ginned to specified dates were issued. The present report gives the aggregate figures for the whole cotton crop, and covers the tenth consecutive year for which statistics of cotton ginned have been collected and published by the Bureau of the Census.

The finally revised figures for the crop of 1908, expressed in equivalent 500-pound bales and including linters, show a total production of 13,587,306 bales. This represents an increase over 1907 of 2,211,845 bales, or 19.4 per cent. It is the third largest crop ever produced, being exceeded only by the crops of 1904 and 1906, and is 978,751 bales larger than the average crop of the last five years.

Of the total production in 1908, 6,232,-

128 bales, or 45.9 per cent., came from the territory west of the Mississippi River, while the States east of the Mississippi contributed 7,355,178 bales, or 54.1 per cent. In 1907 the States west of the river produced 42 per cent. of the crop and those east 58 per cent., while in 1906 the former reported 53.2 per cent. and the latter 46.8 per cent.

The production reported for Texas, 3,913,084 bales, is the second largest recorded, being exceeded only by that of 1906, which was 368,740 bales larger. This State showed a falling off in 1907 of 44.9 per cent. as compared with 1906, but increased its crop in 1908 by 65.8 per cent. over 1907. Texas produced 28.8 per cent. of the total for the country in 1908, 20.8 per cent. in 1907 and 31.5 per cent. in 1906.

Other States showing large increases over 1907 are Arkansas, with 33.4 per cent.; Alabama, with 21.3 per cent., and Mississippi, with 13.3 per cent. Louisiana has again sustained a great loss, reporting this year but 70.1 per cent. of the quantity returned in 1907 and less than one-half of that returned in 1906. Oklahoma also shows a loss, since the crop of 1908 is but 80 per cent. of that of 1907 and 77 per cent. of that of 1906.

During the last two years especially favorable conditions have existed in Georgia, which State ranks next to Texas in production. The production in 1908 was 1,980,077 bales, the largest quantity ever grown in the State, and exceeding that for 1907 by 124,288 bales. Mississippi ranks third, with 1,704,972 bales, or 12.5 per cent. of the total production for the country, and was followed by Alabama, with 1,374,140 bales, or 10.1 per cent. of the total for the country.

One of the most interesting and valuable features of the bulletin is that showing the proportion of the crop ginned to specified dates. The percentages of the crop ginned to the respective report dates are as follows: 3.1 to September 1, 19.8 to September 25, 48.1 to October 18, 62.6 to November 1, 73.3 to November 14, 84.1 to December 1, 91 to December 13, 95.3 to January 1, and 96.8 to January 16. The season of 1908-09 was the earliest since the system of collecting the amount ginned to specified dates was inaugurated in 1902.

The crop of 1908 is remarkable for its excellent spinning qualities and cleanliness. The grade of this crop is estimated to have averaged strict middling, compared with middling for 1907 and strict low middling for 1906. Measured by its yarn-producing qualities, the crop of 1908 is believed to be the most valuable ever grown. The value of the crop to the growers is estimated at \$681,230,956, of which \$588,814,828 represents the value of the lint and \$92,416,128 the value of the seed. Notwithstanding the fact that the crop was 2,211,845 bales larger than the crop of 1907, and that the spinning qualities of this crop were superior, it has been disposed of by the growers at approximately \$20,000,000 less than that of 1907.

The estimated quantity of cottonseed produced in 1908 is 5,903,838 tons, of which 3,669,747 tons were treated by the oil mills, affording products valued at \$86,002,583, and distributed as to kind and quantity as follows: Oil, 146,789,880 gallons; cake and meal, 1,491,752 tons; hulls, 1,330,283 tons, and linters, 165,138,628 pounds.

The second part of the bulletin gives a brief summary of the present status of cotton-growing in all countries where it is carried on to any extent. The world's production of cotton for mill consumption in 1908 is estimated at 19,574,000 bales of 500 pounds net, compared with 16,512,

000 in 1907. The production in the United States, expressed in net-weight bales, was 13,002,000, and represents 66 per cent. of the total commercial cotton produced. British India, which ranks second, produced 2,914,000 bales, or 15 per cent.; Egypt, 1,275,000 bales, or 7 per cent., and Russia, 846,000 bales, or 4 per cent. Most of the remainder is produced in China and Brazil, while smaller quantities are contributed by Mexico, Peru, Turkey, Persia and several other countries.

The success of the census method of collecting statistics of the cotton production has been responsible for the demand on the bureau for information relative to the distribution of the crop, the purpose being to measure the available supply of cotton on given dates and to forecast the possible future needs. In line with this, Congress passed a resolution in February, 1905, directing the bureau to prepare an annual report dealing with statistics of exports and consumption of cotton during the year ending August 31 and with stocks at the close of the year. The scope of this inquiry with regard to stocks was enlarged by a joint resolution of Congress, passed in February, 1909, authorizing the preparation of three additional stock reports relating to November 1, January 1 and March 1.

In the third part of this bulletin is presented the statistics of the first of these new stock reports, showing the condition at the close of February. The total quantity amounted to 5,263,349 bales, distributed by holders as follows: Manufacturers, 1,820,033 bales; producers, 367,959 bales; independent warehouses, 2,238,224 bales; transportation companies, 542,543 bales, and other holders, 294,590 bales. The quantity of linters included is 185,000 running bales, and the quantity of foreign cotton, reduced to equivalent 500-pound bales, 54,531 bales.

The total supply of cotton in the United States for the six-month period ending with February, 1909, is given as 14,363,960 bales, made up of 1,236,058 bales on hand September 1, 1908; 13,029,902 bales ginned since, and 98,000 bales imported. The exports during this period amounted to 6,566,571 bales, and the stocks on hand on February 28 to 5,263,349 bales, thus indicating a consumption during the six months of 2,534,040 bales.

The fourth part of the bulletin contains a new and interesting feature in which is presented a resume of the work being done by the Government in the interest of cotton. It is found that 14 bureaus of the National Government have something to do with the cotton industry, and the character of this work and the publications issued in connection therewith are stated.

Several of the cotton-growing States maintain statistical bureaus which collect and compile information regarding agriculture in general, and within the last few years efforts have been made by some of these States—Alabama, Oklahoma and Texas—to collect statistics of the cotton production. The Legislatures of these States have provided for the collection of production statistics through the gineries, but, because of the limited appropriations for the work it has been necessary to rely on the mails in collecting the data, with results not fully satisfactory.

The aggregate value of the cereal crops for the United States in 1907 was estimated by the Department of Agriculture at \$2,378,000,000, while the value of the cotton produced that year was estimated at \$701,000,000—nearly one-third the value of all cereals. Not less than 9,000,000 persons are employed in producing, handling and manufacturing American

cotton, of whom some 6,000,000 are farmers and farm laborers, 1,000,000 otherwise engaged with the fiber in this country and about 2,000,000 are concerned with it in foreign countries. The value of the goods manufactured from the average American cotton crop is estimated at \$2,000,000,000.

Of the total quantity of the six leading textile fibers produced in 1908, namely, 18,042,000 pounds, cotton constituted 54 per cent., wool 14.5 per cent., jute 14 per cent., flax 10 per cent., hemp 7 per cent. and silk less than one-half of 1 per cent. The relative importance of these fibers has been reversed during the past century. Flax fiber, which was used to a larger extent than any other in 1800, now ranks fourth, and the quantity produced is only about three times what it was then. During this period the production of wool has increased about fourfold and of cotton over thirty-fold.

COAL IN NEW ENGLAND.

Increasing Demand for the Southern Bituminous Product.

[Special Cor. Manufacturers' Record.]

Portland, Maine, May 31.

Seven six-masted schooners, coal laden, from Southern ports are in this harbor. The consumption of Southern bituminous coal in the zone tributary to this port has doubled within five years. Every day sees the displacement of anthracite coal in industrial plants and for domestic use in this part of New England, and this is true of other parts of New England. A few years ago the only users of bituminous coal hereabouts were foreign steamships and blacksmiths. Until a decade ago 85 per cent. of the coastwise steamships along the eastern coasts used none but anthracite coal. Today not above 10 per cent. of the coastwise steamships use hard coal.

One of the largest consumers of Southern bituminous coal in this vicinity is the Grand Trunk Railway of Canada, a British-owned and operated corporation. Until recently this railway consumed bituminous coal from the British maritime provinces. But it proved the superiority of Southern coal in many tests made by scientific engineers, and has ever since bought largely of Virginian coal, despite the speeches and writings of large shareholders in the coal mines of lower Canada, who occupy high offices in the Government of the Dominion. These Canadians do not like to see a British-owned railway that lives almost wholly from Canadian business consuming Virginian coal. They maintain that "trade should follow the flag," a theory which has no weight with the shrewd business men who operate the Grand Trunk Railway of Canada, and who are increasing their specifications for Southern coal, so much so that at this hour there are three big six and five-masters coal laden with Southern bituminous waiting for berths at the Grand Trunk wharves.

All the cotton mills of Maine are large consumers of Southern coal, discharged here and sent by rail 15 miles to Biddeford and Saco and 38 miles to Lewiston. The time was not long ago when the vast wood-pulp paper industry of this State, which employs a capital of \$125,000,000, used wood as fuel. Today this industry always has five or six big coal schooner-loads of coal on the way from Southern ports to this coast. Under present methods of making wood-pulp paper everything is consumed, from the boles of big trees to twigs, whereas but a few years ago the wood-pulp paper-makers could work up only the best parts of the boles of poplar trees. Wood is too valuable to be used for fuel by this industry today. A few years ago wood was so cheap in Maine, New Hampshire and Vermont that it was

used for fuel for domestic and mill purposes, except in the larger cities and towns. Today wood is so valuable that farmers are conserving wood lots and are hauling coal 15 to 30 miles for their own uses, as it is much cheaper than wood cut from their own properties. The remarkable decrease in the flow of water in many New England rivers, due to the cutting off of forests, has compelled many mill owners who formerly used none but water-power to use steam-power, which has brought about an enormous consumption of Southern coal. On the banks of those noble rivers of Maine, the Saco and the Androscoggin, there are very large cotton mills which for the most of the year are operated by steam power based on Southern coal. In a large number of New England industries that are in great part dependent upon the consumption of coal the goodness and cheapness of Southern coal has revived the plants that a few years ago began to languish because they could not pay the high cost of all-rail or rail-and-water-brought hard coal.

Mr. Edward B. Winslow, a banker and manufacturer of this city, has large holdings in Southern coal and other industries, and is the principal owner of the newest six-masted coal schooner, the *Edward B. Winslow*, that operates between Boston and Portland and Baltimore and Norfolk. Mr. Winslow is a direct descendant of Governor Winslow of the Plymouth Colony, and of the Captain Winslow who took the Acadians from Nova Scotia to Louisiana. He is also in the newspaper business, the *Daily Argus* of this city, which is 106 years old, and was founded under a suggestion from Thomas Jefferson. Mr. Winslow tells the writer hereof that in the voyage from Baltimore to this port just finished by the *Edward B. Winslow*, she brought almost 6000 tons of coal, which tonnage would make a load for 12 trains of 40 coal cars each. This schooner cost \$175,000, and there are 30 shareholders in her. Her life is reckoned at 25 years. The first six-master for the coal trade was the *Eleanor A. Percy*, build in 1900.

There are 786 Southern shareholders in the fleets of five and six-masted schooners that ply in the coal trade between Southern and New England ports. The ups and downs of the business of carrying Southern coal in sailing ships to Eastern ports are remarkable. In some years the returns have averaged 20 per cent. per annum. In the past twelvemonth the net returns have averaged only 6 per cent. per annum. Settlements with shareholders are made once a month. One of the six-masters for the month of May earned the gross sum of \$4684. The owners received \$2567 in dividends; several hundred dollars were carried forward to the surplus fund, and the remainder went in wages and other costs. The coal schooners go light from the Eastern to the Southern ports. The round trip of such a six-master as the *Edward B. Winslow* occupies a month's time. Sailing each way takes a week, and one week is spent in taking on cargo and another week in unloading. About one-half of the masters and mates are Southerners, and nearly all are shareholders in the ship they sail and in coal-mining companies. One of the Baltimore masters cleared last year from prime on cargoes and dividends on shipping and coal-mine shares \$9500, in addition to his salary of \$600. The skill and energy of the masters and mates of these fleets of coal carriers is such that they often through fogs and storms make a voyage in less than the average time of steamships plying between the same ports.

The largest and oldest coal-shipping firm in Great Britain opened offices in Boston and at this port last year, supposing that

it could build up a big business in Welsh anthracite and bituminous coal. To bait the trade it sold several cargoes at less than cost to cotton mills in Massachusetts, New Hampshire and Maine, and to several railroads. Then it buckled down to work and tried to sell at a profit. But what with the combination of skill and energy and the clever business methods of the Southern coal-mine operators, coal-carrying railroads and the owners of the fleets of coal carriers between Southern ports and those of New England, the great London and Newcastle coal firm could not get a new shilling for an old one. They have been praying fervently for free coal, and it is said that they and other foreign coal owners have chipped into the fund of more than \$2,000,000 raised by foreign coal and iron and steel makers and miners of iron ores to pull down the tariff as it is. But as these foreign interests sense the situation today, they think their money put out to pay for free trade will accomplish nothing for them, as the American people are not playing the part of the foolish fly to the astute spider that asked him to walk into his parlor.

G. WILFRED PEARCE, C.E.

GROWTH AT WASHINGTON.

Advantages Present and Prospective in the Carolina City.

[Special Cor. Manufacturers' Record.]
Washington, N. C., May 20.

Washington has a population of 10,690. It is the county-seat of Beaufort county, which has a population of 35,000. It is about 30 miles from Pamlico Sound and 75 miles from the Atlantic Ocean. The city lies parallel with the Pamlico River, and three blocks of business section lie on the river. It is bounded entirely on the east by Jack's Creek. It has excellent freight rates from the Atlantic Coast Line, the Washington & Vandremer Railroad and the Norfolk & Southern Railroad, and excellent water freight rates to the North and East by way of the inland water route. The Norfolk & Southern Railroad Co. operates a water line between here and the lower points of the county and Hyde county. There are many small and private lines of water transportation. The charter of the Mattamuskeet & Hyde County Railroad has been changed so as to make this city its terminus.

This city has lumber mills and house builders' supply companies, an oil mill, cotton gin, shirt factory, hosiery factory, cooperage plants and many more smaller plants. Its chief industries are fish, oysters and lumber. The Interstate Supply Corporation of Norfolk has in course of construction a large factory for the turning out of house-building supplies, and has selected this city as the location for its general offices. The county has just built a handsome steel and concrete bridge across Pamlico River spanning the harbor. Among the improvements of the city are electric lights, gas plant, water plant, part of streets paved, sewerage and good fire department.

The National Government last year appropriated \$120,000 for a Federal building here, and the site has been purchased. A public-school building of brick, erected in 1907 at the cost of \$37,000, will be improved as occasion demands.

Washington has in the past 10 years nearly trebled its population. Frame buildings for business blocks in 1900 have succeeded to brick, with absolute prohibition against further wooden structures near or in the business blocks. There is a good back country. This is the shipping point for many rural towns, and during the truck season there is an immense amount of produce handled here.

Business people have recently organized

a Chamber of Commerce with a membership of 185, and have furnished an elegant office.

An electric street railway, with a six-car capacity, is being constructed, the track covering a distance of about five miles. At the end of the road, at Washington Heights, a very attractive park will be built.

It has been intended for a long time to operate a broad-gauge interurban road between this city and Williamston, a distance of 22 miles, touching a small place, Bear Grass, and passing through the prettiest part of the most thickly settled country surrounding this city. This road will pass through some of the finest farms in Eastern North Carolina, and in hauling freight it will no doubt do an immense business. There are a great many beautiful tracts of land that will develop into city lots as soon as this road is run, as our people are spreading out toward the suburbs. We have many fine sites for factories that will be given absolutely free, without any strings tied to them.

E. H. HYMAN.

Busy.

The R. W. Whitehurst Company, manufacturer of agricultural implements, etc., Norfolk, Va., writes to the MANUFACTURERS' RECORD as follows:

"Our sales for the first four months of the present year showed an increase of about 20 per cent. over the corresponding months of last year. We are now very busy, and it looks as though we are going to have a very good year. Pig-iron is now very strong, and an advance is predicted, which stimulates trade."

Birmingham.

During the year ended May 1, according to the report of Secretary J. B. Babb of the Chamber of Commerce, \$1,250,000 were spent at Birmingham for improvements by the various furnace and mining companies, \$273,055 in municipal improvements, \$100,000 by the Birmingham waterworks, \$258,599 by the Birmingham Railway, Light & Power Co., \$600,000 upon railroad developments and \$250,000 upon extension and enlargement of manufacturing plants.

A Prosperity Edition.

The Florida Times-Union of Jacksonville has recently issued a prosperity edition commemorative of the splendid year of progress that Jacksonville and Florida have enjoyed. The publication embraces 40 pages, about 25 of which are devoted to a presentation, illustrative and descriptive, of the commercial and industrial advancement of the community.

Appointments.

Key Compton, general freight agent of the Baltimore Steam Packet Co., has been promoted to general freight and passenger agent.

Howard R. Pratt has been appointed chief engineer for the Western Maryland Railroad at Baltimore, Md.

Seeking a Location.

The American Concentrator Co. of Joplin, Mo., contemplates building a plant at another location, and is seeking an advantageous site. It manufactures concentrators.

The Board of Trade of New Orleans has undertaken to raise \$10,000 toward the sum required for the entertainment of the convention of the Lakes-to-the-Gulf Deep Waterway Association, which is to meet at New Orleans next November.

The South Carolina Cottonseed Crushers' Association will meet at Charleston June 16-17.

MINING

Railroad to Ore Deposits.

[Special Cor. Manufacturers' Record.]
Rome, Ga., May 27.

Work will begin within 10 days on the grading for the Rome & Northern Railroad, petition for construction of which has just been filed. The road will start from Rome, and will extend in a general northern direction through the counties of Floyd, Chattooga, Walker, Whitfield and Catoosa to the Tennessee line, and reaching 25 to 50 miles into Tennessee to the coal fields of that State, a distance of about 100 miles from Rome. The moving spirit of the Rome & Northern is R. G. Peters, president of the Peters Salt & Lumber Co. of Manistee, Mich. The incorporators, in addition to Mr. Peters, are J. R. Peters, R. A. Nickerson and R. H. Hoffman of Manistee, Mich., and H. H. Shackleton, John H. Reynolds, J. L. Bass, H. M. Smith, B. T. Haynes and W. S. McHenry of Rome. H. H. Shackleton will be general manager of the road.

Mr. Peters only a few weeks ago purchased 10,000 acres of rich fossil iron ore on the east slope of Taylor's ridge, 25 miles above Rome. He immediately began to lay plans for the construction of a short railroad to afford him outlet for his iron ore. He was approached by the citizens of Rome and importuned to build his road to this city. A bonus of \$25,000 was raised by Rome as an inducement. It was accepted and contract for the grading was accepted and contract for the grading work was let.

Mr. Peters paid \$90,000 for his iron ore, and already he has begun the development of the property. He has constructed an aerial tramway two miles long at Gore, and within 12 months will be conducting very extensive mining operations. The ore runs about 53 per cent. metallic iron, and is regarded as one of the largest and richest deposits of fossil ore in the Piedmont section.

Mr. Peters has an option on the Rome furnace, which he will likely exercise within the week. The furnace is rated at 70 tons per day. He will enlarge its capacity to 150 tons, and will either construct a car-wheel works or take a large block of stock in a subsidiary corporation for the construction of car-wheel works at Rome. The general office of the Rome & Northern Railroad will be established at Rome.

Kentucky Coal Lands.

Referring to plans for the development of coal and timber lands in Breathitt, Perry, Knott, Leslie and Letcher counties, in Eastern Kentucky, W. B. Oelze, secretary of the American Land & Lumber Co., Inc., of Jackson, Ky., the nearest railroad point to this field, says that with a railroad through the field 1620 square miles of coal and timber lands would immediately become available. He adds:

"Just prior to the financial panic several surveys were made through this section for the purpose of locating and building a railroad, but on account of the pressing conditions which followed the work was discontinued, and nothing has been done since by these parties. Some other Eastern parties are interested in the work, however, and it seems reasonably sure that in the near future the work will be pushed to completion over the same lines as previously laid down. We are interested in the deal, and are pushing it forward to the best of our ability. It has long been known that this State possesses the best canal coal fields of the country, and the projected railroad will traverse the entire length of the most valuable of these deposits. On account of the present outlook land is raising rapidly in price, and it is now

difficult to obtain lands except at high figures as compared with a few years ago, and it now seems certain that these lands are going to the prices that are being paid in other fields which are more developed. It has recently been found that this coal cokes splendidly, and this feature will no doubt prove attractive to the steel companies, who now have the advantages of the field before them, and who are investigating it thoroughly."

Catawba Coal & Iron Co.

The Catawba Coal & Iron Co. has been incorporated with a capital stock of \$2,500,000 for general mining developments. This company has taken options on about 8000 acres of coal and iron lands near Fincastle, Va., where it intends to build a large mining plant and construct a railway to provide transportation facilities for the output. It will also give consideration in the future to the construction of iron furnaces. The Catawba corporation is understood to be the enterprise of New York capitalists associated with Charles E. Willis of Fincastle. Mr. Willis was mentioned several months ago by the MANUFACTURERS' RECORD as investigating coal and iron properties near Fincastle with a view to undertaking extensive developments.

FOREIGN LETTERS

The MANUFACTURERS' RECORD is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. Some of these letters indicate the disposition of foreigners to buy American goods, and are therefore of interest to our readers.

Rubber Horseshoes Wanted.

E. F. Escalante, Hotel Iturbide, City of Mexico, writes the MANUFACTURERS' RECORD:

"I am anxious to obtain a representation for rubber horseshoes. I will take same on trial for six months, and if successful will make arrangements for exclusive agency in Mexico and Cuba."

Russian-American Industrial Agency

F. W. H. Zimmer, Moscow, Russia, sends the MANUFACTURERS' RECORD an announcement relative to his Russian-American Trade and Industry Agency. This comprises a bureau of information and sample rooms, with agencies in the principal cities throughout Russia. The facilities include arrangements for advertising and selling machinery, mechanical supplies and manufactured products of all kinds, with a bureau of translation and printing for American catalogues and other literature which manufacturers may desire to distribute in Russia. A special industrial album is published by Mr. Zimmer.

Gins and Other Machinery.

C. C. Mackee writes the MANUFACTURERS' RECORD:

"I will appreciate your referring to me at my Hong Kong (China) office, No. 4 Queen's road, any manufacturers seeking an outlet for their goods in the Orient, which includes China, Japan and the Philippines. Be sure to instruct any such to send full data, lowest possible prices, illustrated literature and everything necessary to avoid correspondence back and forth before business can be started. At the present time I am particularly interested in cotton gins, not only for power, but for hand use in the interior."

During the past year Dallas, Texas, spent \$704,859 on permanent improvements.

An official estimate values the assets of Dallas, Texas, at \$5,136,789.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

KANSAS CITY-ST. JOSEPH.

Connecting Railroad and Terminal Plans to Cost Several Millions.

Dispatches from Kansas City say that definite announcement has been made concerning the plans of George Townsend of Kansas City and Charles F. Enright of St. Joseph, Mo., for building the lines of the Kansas City & St. Joseph Railway & Terminal Co. It is stated that the several companies recently organized by the Townsend-Enright syndicate will be consolidated under the new company. They are the Kansas City Junction Railway Co., the Jackson County Railway Co., the Lewis Bridge Co. and the Missouri River & Cameron Railroad Co. It is proposed to build a double-track railroad from Kansas City to St. Joseph, 52 miles, with a branch to Cameron, Mo. Both steam and electricity are to be used for motive power, and construction is reported begun on the main line at a point south of Dearborn, about midway between the two cities.

It is stated that the purpose of the new enterprise is to provide facilities between Kansas City & St. Joseph for railroad companies entering either city, but not having direct connection with the other. This would include the Kansas City Southern, the Wabash, the Kansas City, Mexico & Orient, the Chicago & Alton and the Union Pacific at Kansas City, the Chicago Great Western and several other roads at St. Joseph.

The new line will demand two bridges, one to cost \$1,500,000 over the Missouri River and another to cost \$500,000 over the Kaw River. The terminal plan includes construction on considerable property in Kansas City, Kans., as well as in Kansas City, Mo. It is said that about \$2,000,000 will be spent for the freight and passenger terminal on the river front, which will include a depot 1600 feet long. More than 400 acres of land have been acquired for these facilities, yards, shops, roundhouses, etc.

New Equipment, Rails, Etc.

The Harriman lines are reported, in a dispatch from Philadelphia, to have ordered 105 locomotives from the Baldwin Works. It is said that they will buy altogether about 145 engines.

The St. Louis & San Francisco Railroad is to purchase 60 passenger cars. Another report says they will be of steel.

The Wheeling (W. Va.) Traction Co., according to a report quoting an official, will purchase eight new cars.

The Pennsylvania Railroad order for steel cars is reported thus: 18 postal cars to the Pressed Steel Car Co., 6 passenger cars and 6 combination passenger and baggage cars to the Standard Steel Car Co., and 17 postal storage cars to the American Car & Foundry Co.

The Seaboard Air Line is reported to have ordered a small amount of bridge steel from the Phoenix Bridge Co.

The Santa Fe system is reported to have ordered 26,000 tons of rails from the Illinois Steel Co.

The Baltimore & Ohio Railroad is reported in the market for 70 passenger cars. No freight cars are to be bought at present.

The Atchison, Topeka & Santa Fe Railway is reported to have let contract for 500 combination automobile and furniture cars to the American Car & Foundry Co.

Among the prospective orders for rails, the following are reported: Harriman lines, 40,000 tons; Chicago, Rock Island & Pacific, 22,000 tons; Texas & Pacific, quantity not stated; San Antonio (Texas)

Traction Co., four miles of 55-pound T-rail.

The Missouri, Kansas & Texas Railway distributed its car order as follows: 78 steel underframe 50-ton flat cars from the Ralston Car Co., Chicago, Ill.; 111 steel underframe 50-ton gondola cars and 19 cabooses from the Mt. Vernon Car Manufacturing Co., Mt. Vernon, Ill.; 459 30-ton box cars, 7 30-ton ventilated box cars, 50 30-ton stock cars, 13 refrigerator cars for passenger service, 13 30-ton 40-foot refrigerator cars, 18 50-ton steel underframe Hart convertible cars, 8 40-ton side-dump ballast cars and 40 30-ton furniture cars from the American Car & Foundry Co., St. Louis.

The Illinois Central Railroad is reported to have let contract for repairing 8000 cars to the American Car & Equipment Co.

Official: The Washington, Baltimore & Annapolis Electric Railway Co. has ordered 27 electric motor passenger cars and one electric motor express car from the Niles Car & Manufacturing Co., Niles, Ohio. These cars, according to a report, will be 50 feet long.

The Mobile, Jackson & Kansas City Railroad is reported to have ordered new cars and engines and also new rails.

The Pennsylvania Railroad Co. is reported in a dispatch to contemplate placing orders for several thousand freight cars, although the size of the contract is not yet determined.

The Seaboard Air Line is in the market for 3000 tons of structural steel. A press report says the order went to the Pennsylvania Steel Co., but this could not be confirmed.

The Chicago, Rock Island & Pacific Railway has, it is reported, ordered 1500 tons of structural steel from George W. Jackson, Inc.

The Florida East Coast Railway is reported to have ordered a 500-ton bascule steel bridge from the Virginia Bridge Co., Roanoke, Va.

BIG TERMINAL PLANS.

Illinois Central Ordinance at New Orleans.

A special dispatch from New Orleans to the MANUFACTURERS' RECORD says that an ordinance has just been introduced in the City Council giving privileges to the Illinois Central Railroad Co. in connection with its million-dollar terminal plan.

The railroad company, according to previous dispatches from the Crescent City, has purchased 18 blocks of land, on which it will erect new freight sheds for both outbound and inbound business. The road's route into the city is over the Yazoo & Mississippi Valley tracks, which company it controls.

These plans have been in contemplation for some time, and have, no doubt, been expanded in consequence of the dominant influence of Mr. Harriman now in the Illinois Central, which is expected to bring about closer traffic relations with the Southern Pacific lines of the Harriman system entering New Orleans.

The buildings to be erected are to be of a very substantial and permanent nature, brick and stone being the principal materials which will be employed in their construction.

Lifting Tracks Above Flood Level.

An officer of the Missouri, Kansas & Texas Railway writes the MANUFACTURERS' RECORD with reference to the press report from Oklahoma City that line was being revised north of that place. He says: "Our company is making a revision of three miles at Witcher Station and another of 10 miles between Fallis and Luther, Okla., all in the Deep Fork Valley, in order to get the track up above

the height of flood waters. The engineer in direct charge of the work is W. J. Smith at Fallis, Okla. The Walsh Construction Co. of Davenport, Iowa, are the contractors. The railroad company is doing the bridging, consisting of several pile bridges and a considerable number of concrete culverts. The work has been opened up, and is being prosecuted vigorously. It is expected to be completed early in the autumn. The earthwork amounts to about 600,000 cubic yards."

Extensive Interurban Project.

The Kaufman Construction Co. of Toledo, Ohio, according to a dispatch from Oklahoma City, has been awarded a contract at Hobart, Okla., to build 633 miles of interurban lines in the southwestern part of that State, and it is said that part of the work will be started immediately. This will include a street railway in Hobart.

The foregoing refers to the plans of the Oklahoma Midland Interurban Railway Co., which, according to official information published in the MANUFACTURERS' RECORD February 4 last, expected to begin construction about April 15. It proposes to build lines from Hobart to El Reno and Oklahoma City; from Hobart to Sayre and Cheyenne, Okla., and Canadian, Texas; to Chattanooga, Okla., and to Wichita Falls, Texas. C. Townsend Blake, William T. Croslen, C. L. Greer and T. H. Williams are among those interested. H. H. Hoover is president and J. H. Montgomery secretary. The enterprise has also been referred to as the Hobart Motor Railroad Co. and the Hobart Interurban.

It is proposed to issue 5 per cent. bonds to the amount of not more than \$5,000,000.

C., H. & D. Deal Goes Through.

Announcement is made in New York that terms have been agreed upon to close the deal for the acquisition of the Cincinnati, Hamilton & Dayton Railway by the Baltimore & Ohio Railroad. The principal feature which delayed plan was an arrangement for meeting the 4½ per cent. notes of the purchased line. It is stated that new securities will be issued, the interest of which is to be guaranteed by the Baltimore & Ohio Railroad, and these will be exchanged for the notes. The receivership is to be terminated by August 1.

The Cincinnati, Hamilton & Dayton Company has more than 1000 miles of line, 250 locomotives and more than 13,000 cars. Its own lines extend from Cincinnati to Ironton, Dayton, Hamilton and Toledo, Ohio; Indianapolis, Ind., and Springfield, Ill., while it also operates trains to Chicago in connection with the Monon route.

Wichita Falls & Northwestern.

A dispatch from Lawton, Okla., says that the Wichita Falls & Northwestern Railway Co. has filed a mortgage to secure \$2,300,000 of 5 per cent. bonds, of which \$1,000,000 have been issued on the line from Henrietta, Texas, to Frederick, Okla. The balance of \$1,300,000 is to be used for the line from Frederick via Altus and Mangum to Elk City, Okla. Construction is under way between Frederick and Altus, and the entire line will be from Henrietta via Wichita Falls and other points to Elk City. This route will form a connection between the Missouri, Kansas & Texas Railroad on the south and the Chicago, Rock Island & Pacific on the north. J. A. Kemp is president and Frank Kell is vice-president and general manager, both of Wichita Falls, Texas.

Chattanooga Street Car Deal.

Further particulars concerning the street-railway deal at Chattanooga, Tenn., are to the effect that the Chattanooga Elec-

tric Co. of New York and a controlling interest of the Chattanooga Railways Co. of Chattanooga were purchased by E. W. Clark & Co. of Philadelphia and Hadenpyl, Walbridge & Co. of New York, the purpose being to form a new company, which may be called the Chattanooga Railways & Light Co., control of which will rest with E. W. Clark & Co. and Graham & Co. of Philadelphia. John Graham is now president of the Chattanooga Railways. A meeting of stockholders of the latter company has been called at Chattanooga for June 30 to act on the proposed transfer of the property.

Railroad Deal Denied.

Senator S. B. Elkins of West Virginia and President John R. McLean of the Washington Gaslight Co. telegraph the MANUFACTURERS' RECORD denying a press report that they had purchased the branch of the Southern Railway from Alexandria to Bluemont, Va., 51 miles.

It was reported that they had bought the line to convert it to electric operation and unite it with the Great Falls & Old Dominion Railroad, which runs from the Aqueduct Bridge in the District of Columbia to Great Falls, Va., 14 miles, and of which Mr. McLean is also president.

A press dispatch from Washington also quotes President W. W. Finley of the Southern Railway as denying the report that the Bluemont branch was sold. He added that there is not any deal pending.

To Extend Around Nashville.

The Nashville Railway & Light Co. of Nashville, Tenn., has filed an application to amend its charter so as to permit it to make a number of extensions and improvements in and around Nashville. It is proposed to construct lines to connect Goodlettsville, Nolensville, Paradise Ridge, Una, Belle Meade, Old Soldiers' Home, Masonic Widows and Orphans' Home, Franklin, Bordeaux and other places.

President Percy Warner is quoted as saying that it is not intended to immediately build these extensions, but it is desired to give the company authority to make them as circumstances may demand. Altogether about 18 pieces of track may be constructed under the amendment.

Elkhorn Extension Begun.

An officer of the Carolina, Clinchfield & Ohio Railway at Johnson City, Tenn., writes the MANUFACTURERS' RECORD that on May 29 the Rinehart & Dennis Company of Washington, D. C., contractors, was authorized to proceed with the first seven miles of the Elkhorn extension. These seven miles begin at Kiser, on the Clinch Valley Division of the Norfolk & Western Railway, and extend to the summit of Sandy Ridge.

The Elkhorn extension is to be constructed from Dante, Va., to Elkhorn City, Ky., 40 miles, and this is the first work authorized by the company.

Odessa & Keystone Park Road.

A press report from Tampa, Fla., says that the Odessa & Keystone Park Railroad, a lumber line, about 12 miles long, built by the Gulf Pine Co. from Odessa, Fla., to a connection with the Tampa Northern Railroad two miles north of Stempier, will begin to operate passenger trains, and an extension may be built from Odessa to Tarpon Springs.

Lexington to Nicholasville.

Construction is to begin immediately, says an official letter received by the MANUFACTURERS' RECORD, on the line of the Central Kentucky Traction Co. from Lexington to Nicholasville, Ky., 12 miles, connection being made at the latter point with the Louisville & Atlantic Railroad.

The country is rolling and hilly, making it necessary to do considerable cut and fill work. This road will have a maximum grading of 2 per cent, and a maximum curvature of 2 degrees. It will be practically an air line between Lexington and Nicholasville. The contract for the entire construction is let to David Pepper, Jr., of Philadelphia.

Work on the Rock Island.

President B. L. Winchell of the Rock Island system is quoted in a dispatch from Chicago as saying that the company is not now building any new branches excepting the line from Amarillo, Texas, to Tucumcari, N. M. It is installing automatic electric block signals through Missouri and Iowa, and is also doing 60 miles of stone ballasting in Nebraska and 50 miles in Oklahoma, completing this work in the latter State. The company is using the telephone instead of the telegraph for dispatching on 1000 miles of its lines, and proposes, it is said, to extend the service.

Pecos Valley Southern.

The Pecos Valley Southern Railway Co. has been incorporated in Texas with a capital of \$45,000 and headquarters at Pecos, Texas. It is proposed to build a line from Pecos southward through Reeves county to a point south of San Salomon Springs near the boundary of Jeff Davis county, about 45 miles. The incorporators are M. L. Swinehart, J. F. McKenzie, J. G. Love, F. W. Johnson, W. D. Cowan, B. R. Stine and Will P. Brady of Pecos; E. D. Balcome of Balmeres, Texas; H. Robbins of Saragosa and C. W. Giffin of Toyahvale, Texas.

Moss Point to Meridian.

The Pascagoula Northern Railroad has been authorized by official proclamation in Mississippi to build a line from Moss Point to Meridian, Miss., about 135 miles. The route is directly northward, and will traverse five counties, opening up timber lands. Those interested are A. S. Denny, A. P. Denny, S. D. Denny, W. M. Denny, J. W. Griffin and N. McInnis.

This proposed line will doubtless include the lumber railroad of W. Denny & Co., now built for several miles out of Moss Point.

General Manager Appointed.

E. T. Lamb has been appointed general manager of the Norfolk & Southern Railway, and will assume his new duties about June 15. He is at present division superintendent of the Southern Railway at Norfolk, Va. He will fill the vacancy caused by the death of Thos. Fitzgerald.

Extension from El Reno.

An official letter to the MANUFACTURERS' RECORD says that the Fort Smith & Western Railroad Co. has not yet made any definite arrangements for an extension southwest from El Reno, Okla. The matter, however, has been under consideration for some time.

In 1898 there were 25 concerns making automobiles in the United States. Now there are 253 concerns, 100 of which turn out cars that are well known and are factors in the market. The capital invested in the industry in 1898 was not more than \$2,000,000, while now, with kindred trades, salesrooms, garages, etc., the capital invested is close to \$200,000,000. Eleven years ago there were not more than 1200 cars in the country, while now the figures indicate that there are about 160,000 automobiles in the United States, or twice the number in use in all Europe.

The sixteenth annual convention of the Oil Mill Superintendents' Association is in session this week at New Orleans.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matters at all times, and also to have any general discussion relating to cotton matters.

Cotton Acreage Estimate.

In a circular of June 1 Messrs. Latham, Alexander & Co., New York, say:

"With the view of obtaining the most reliable information possible concerning the cotton acreage of the United States for 1909, we addressed 5000 letters to banks, bankers, cotton commission merchants and responsible planters, embracing every cotton-growing county in the South, asking acreage estimates. Up to this date we have secured 3200 replies, of average date May 25, and the following tabulation is the result. In our opinion it is as approximately correct an estimate of the cotton acreage as could be secured by direct communication with parties competent to judge, residing in the Southern States:

State.	Acreage percentage, Inc. Dec.	Acreage 1908.	Acreage 1909.
Alabama.....	3%	3,516,250	3,625,000
Arkansas.....	5%	2,365,500	2,480,000
Florida.....	1/2%	270,345	289,000
Georgia.....	3%	4,762,700	4,910,000
Louisiana.....	2 3/4%	1,270,500	1,650,000
Mississippi.....	0%	3,210,100	3,415,000
North Carolina.....	4%	1,438,649	1,599,000
South Carolina.....	5%	2,446,250	2,575,000
Tennessee.....	1%	754,380	762,000
Texas.....	3%	9,810,750	9,525,000
Oklahoma.....	20%	1,953,600	2,640,000
Totals.....		31,799,015	31,370,000

"The total estimated decrease of cotton acreage in the United States for 1909 is 4.7 per cent., or 1,570,085 acres less than last year, and the average planting of the crop is eight days later than last year.

"The normal tendency to increase the cotton acreage from year to year has been checked this season by the determination to increase the acreage in small grains, due to the high prices prevailing for all kinds of provisions. This is less apparent in Texas, where the drouthy conditions prevented early planting of grain.

"The reports to us complain generally of the low temperatures extending well into May, retarding the growth of the plant and causing irregular stands; and the protracted wet weather has interfered with the cultivation, so that grassy conditions prevail.

"In Texas the crop is late, owing to the absence of moisture early in the season and the late germination of the seed; but beneficial rains finally covered the cotton-producing section of the State, causing marked improvement.

"The continued excessive rainfall in the central belt makes the present outlook gloomy for that section and may cause some abandonment of acreage.

"The spread of the boll weevil to the Lower Mississippi Valley has caused apprehension and curtailment of cotton acreage in that section.

"Dry, forcing weather is necessary to promote the growth of the plant and permit proper cultivation."

Enlarging a Woolen Mill.

The Melville Woolen Co. of Fredericksburg, Va., will enlarge its mill. It has awarded contract for the erection of a 68x100-foot addition, two stories high, and will install four sets of cards, with accompanying machinery.

To Enlarge Rockwood Mills.

The Rockwood (Tenn.) Mills will increase capital stock by \$25,000 and build a 60x200-foot addition, to be equipped with

machinery for increasing the company's daily output to 1000 dozen pairs of hosiery.

The Imperial Cotton Mills.

John W. Cannon, Concord, N. C., and associates have purchased the Middle Georgia Cotton Mills at Eatonton, Ga., at \$60,000 and incorporated the Imperial Cotton Mills to continue the plant. The new company is capitalized at \$150,000, and will improve the mill, which now contains 6000 spindles, 200 looms, etc., for manufacturing sheetings and drills. Robert K. Matthews is superintendent.

Completing the Kerr Plant.

The Kerr Bleachery and Finishing Works, Concord, N. C., will be in operation next month. The company has completed its building, four stories high, 64x206 feet, and has begun the installation of engine, boiler, machine shop, singeing-room, dyeing and napping apparatus and bleaching equipment for a daily capacity of 10 tons.

To Double Its Mill.

The Globe Manufacturing Co., Gaffney, S. C., has awarded contract to Curry & Spurgeon of Gaffney for the construction of its addition, reported in May. The company increased its capital stock from \$75,000 to \$200,000, and will double its present plant, which operates 4000 ring spindles on the production of chain warps, etc.

The Adelaide Mills.

The Adelaide Mills of Anniston, Ala., awarded contract to C. J. Houser & Co., Anniston, for the construction of the addition reported last week. This will be a 75-foot extension of the present building and provide space to increase the company's equipment to 10,000 spindles. Present equipment is 5168 ring spindles.

Enlarging the Unity Mill.

The Unity Cotton Mills, Lagrange, Ga., will build a 54x104-foot extension, as reported last week. Contract has been awarded, and this is in addition to the No. 2 mill (10,000 spindles, etc.), previously detailed. The company now operates 10,368 spindles and 132 looms. Its latest addition provides space for the weave-room, and 20 looms may be added.

The Abbeville Mill.

The Abbeville Power & Manufacturing Co. (J. L. Pollard and associates), Abbeville, Ala., contemplates an equipment of 20,000 spindles for the proposed cotton mill mentioned last week. This company also contemplates building a 20,000-spindle mill at Headland, Ala.

Textile Notes.

The Levi Cotton Mills Co. of Rutherfordton, N. C., will, it is reported, double the capacity of its plant, now equipped with 6480 spindles.

It is reported that the Icemorlee Cotton Mills Co. of Monroe, N. C., has decided to build its 5000-spindle addition mentioned in March.

The Hannah Pickett Mills of Rockingham, N. C., will issue bonds for \$70,000 to build an addition. This plant now operates 10,080 spindles.

Raymond M. Glacken, 211 North Calvert street, Baltimore, Md., is making chemical investigations for parties representing French manufacturers who contemplate building a mill for the manufacture of artificial silk.

The Marion (N. C.) Manufacturing Co. has awarded all contracts for its machinery, including 12,500 spindles and 200 looms. Its building contractors are

now proceeding with construction. Other details were stated in May.

The Chadwick-Hoskins Company of Charlotte, N. C., has completed the installation of 208 looms in its No. 4 mill, formerly the Louise Mills. These looms are the product of the Draper Company of Hopedale, Mass., and a few more will be added to the mill.

F. E. Lack has purchased an interest in the Wisdom Hosiery Co., Paducah, Ky., and the plant will be known as the Phillips-Lack Hosiery Mills. The plant's daily capacity is 700 pairs of hose, and about \$12,000 worth of new machinery has been contracted for.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Alabama-West Florida Lumbermen.

The Alabama-West Florida Lumber Manufacturers' Association, previously reported as to hold its next meeting at Birmingham, will meet at the Exchange Hotel, Montgomery, on Tuesday, June 8. Mr. J. T. Burlingame of Yellow Pine, Ala., is the president of the association, and J. H. Eddy of Birmingham is secretary and treasurer.

Buys 6000 Acres in Mississippi.

Dispatches from Paducah, Ky., state that the Ferguson & Palmer Company of that city has purchased 6000 acres of timber land in Northern Mississippi for \$118,000. The tract contains oak, hickory and other hardwoods, and is estimated to cut 30,000,000 feet.

Naval Stores Association.

At a meeting of representative turpentine and naval stores producers of Texas and Louisiana at Beaumont last week formal organization of the Western Naval Stores Association was effected. The following officers were elected: Newton R. Wilson, Beaumont, president; M. L. Fleishel, Fullerton, La., vice-president, and J. G. Minter, secretary.

Richmond Builders' Exchange.

The Richmond (Va.) Builders' Exchange has organized with the following officers: W. A. Chesterman, president; Charles K. Bryant, first vice-president; W. J. Gillman, second vice-president; Reuben Burton, third vice-president, and J. H. Chappell, treasurer.

Lumber Notes.

Joel C. Pretlow of Point Caswell, N. C., has completed his large sawmill on Black River, and will cut long and short straw pine, oak, poplar and maple.

The Hardwood Manufacturers' Association of the United States, Lewis Foster, secretary, announces that it has established an Eastern office at Rooms 1081-83, 1 Madison avenue, New York.

The steamers Kirkoswald, Waverly and Secalia loaded cargoes of lumber at Pascagoula, Miss., last week aggregating more than 8,000,000 superficial feet.

It is reported that Frank Breazeale of Anderson, S. C., connected with the National Department of Agriculture, has discovered a process for canning fruits and vegetables without the use of artificial preservatives.

The seventeenth National Irrigation Congress meets in Spokane August 9-14 next for the consideration of and action on irrigation, drainage, forestry, deep waterways, good roads and home-building.

The Truck Growers' Association of Texarkana, Ark., expects to ship 10,000 bushels of potatoes this season.

MECHANICAL

Improved Pipe-Threader and Cutter.

The improved pipe-threading and cutting-off machine illustrated herewith has new features of interest. It has been designed as a "1909 model."

This No. 8 size machine has a capacity

driving gear and one-piece casting headstock, carrying all of the bearings, have also been retained, with a few changes in design. This is an all-gear machine, all speeds being obtained through means of gears cut from the solid, which are enclosed in an oil-tight gear box, allowing the gears to run in oil and permitting the use of a single driving pulley, doing away with

ented sliding and floating die head. This head is arranged to slide on ways on the front of the die stand, allowing the head to move and accommodate itself to any eccentricity in the pipe, relieving the machine of a strain which is usually encountered on a rigid head and insuring perfect threads. It also permits the head to be pushed out of the way for putting pipe in the front or rear end of the machine without injury to the chasers. The die head can also be pushed out of the way and clear the front chuck, permitting a cutting-off distance of three inches for nipple work. This is one of the new and exclusive features on this machine, and has been enthusiastically received by the trade. The adjusting mechanism for setting the chasers is very simple and easy of operation. The hand knob for making the adjustments is directly in front of the operator, as is also the scale on the face of the cam ring. As the lever comes to rest on the screw the straight line feature is secured, and no digging into the pipe before the chasers are released is possible.

Another view of the die stand would show the steel-clad front opening die ring, exposing the interior mechanism of the cam ring and die ring, and also how the improvement in the way of a front opening die ring facilitates the withdrawal and insertion of chasers. In this design the head can at all times be kept clean and free from chips and grit that might work their way into the die head. When the front of the head is closed the operator can insert or withdraw the chasers from the inside of the head, giving the operator the option of using the die head either opened or closed for removing or inserting the chasers. The bottom of the slots of this die head, in which the chasers travel, are reinforced with hardened steel plates, which keep the lead of the chasers true

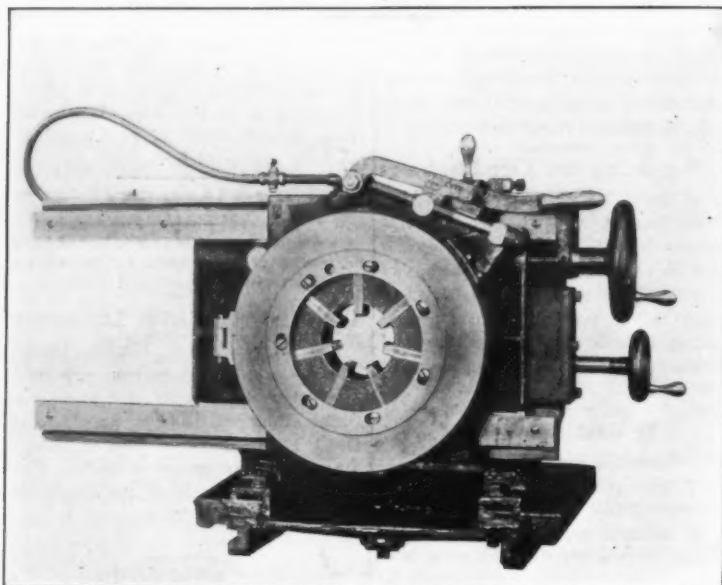
should, perchance, a cam become worn or broken. The chasers are of the interchangeable type; that is, each size is not only interchangeable in the same head, but any one chaser in a set can be replaced without reference to the balance of the chasers. This is an exclusive feature, and does not necessitate the return of the entire set to the factory should one of the chasers become broken. These chasers are made in one piece of special steel, and are especially adapted to the threading of steel pipe, whether hard or soft. No difference in the chasers for the top or the bottom of die ring; they are all the same, and are numbered to correspond to the slots in the die ring.

In the arrangement of the cutting-off tool, reaming tool and steady slides, the latter are interchangeable and easily replaced by the operator when necessary, doing away with the old-time fork construction, which necessitated replacement from the factory and oftentimes delayed operating the machine. The method of delivering oil to the dies and cutting-off tool is through steel flexible tubing. The die head clears the front chuck for cutting-off purposes, and the die stand and cutting-off tool can be drawn close up to the front chuck.

The machine is manufactured by the Stoeber Foundry & Manufacturing Co. at Myerstown, Pa.; principal sales office at 140 Cedar street, New York, N. Y. The company manufactures a complete line of machines, both of standard type and automatic, in sizes from one-quarter inch to 12 inches.

The Divver Metal Shingle.

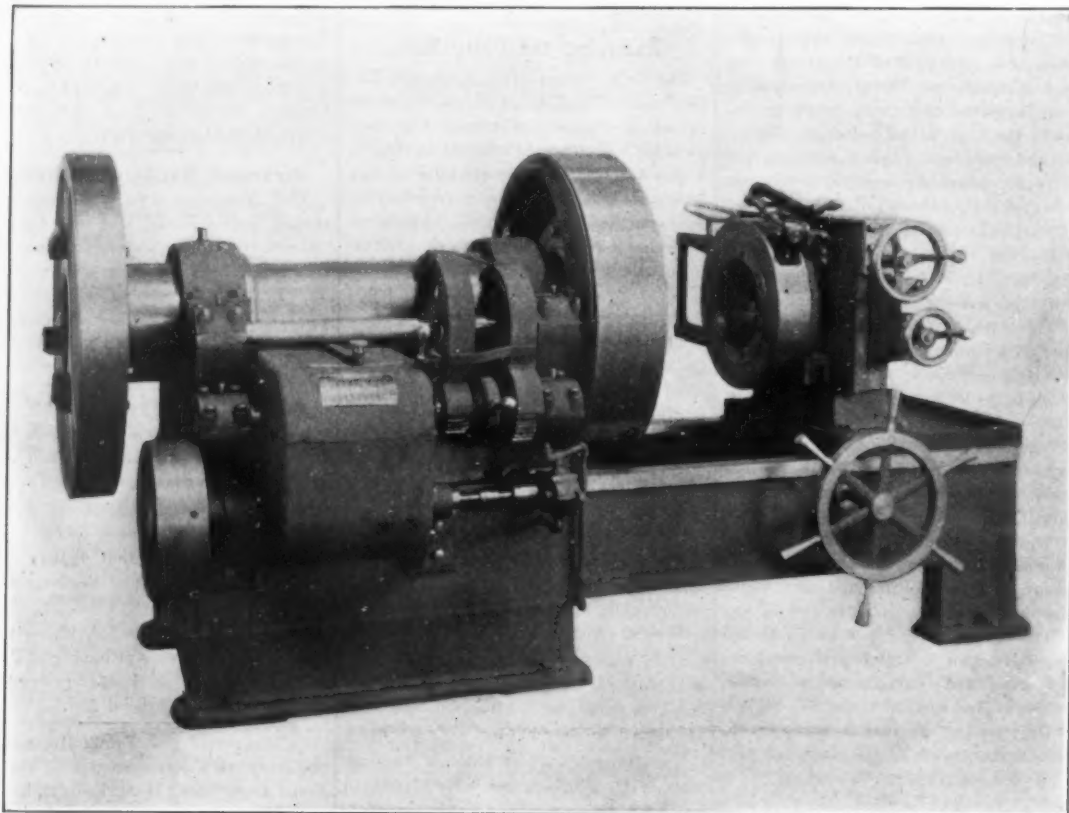
Among the recent improvements in building materials is the metal shingle illustrated herewith, as designed by Southern manufacturers. The use of metal shingles is continually increasing, and architects, contractors and building owners will be interested in the Divver metal shingle. This shingle has a double lock that slips together from top or bottom, allows for all contraction and expansion, and will not pull apart. It can be used



SLIDING AND FLOATING DIE HEAD.

for threading and cutting off pipe from two and one-half to eight inches, inclusive. This machine is belt-driven, but can be readily changed to motor drive, using constant-speed motor. It has always been a high-speed rapid-producing tool, but in the new model the speed has been increased. The former massive construction of the headstock and beds have

the old-style step pulley and the shifting and slipping of belts. On this machine are given 10 separate and distinct speeds, provision being made for a separate speed for iron and steel pipe. The bore of the arbor is made sufficient in diameter to permit the passing through of extra heavy eight-inch fittings, which is the maximum capacity of this size machine. The oil



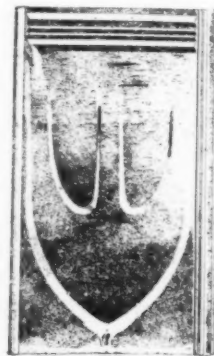
IMPROVED PIPE THREADER AND CUTTER.

been retained, as well as the heavy three-jawed independent chucks on both the front and the rear spindle, the rear chuck being furnished in addition with flange grips for making up flanged work. These chucks, both the front and the rear, are made in one piece, the slots for the slides being milled out of the solid. The internal

pump of the machine is of the rotary type, and fastened to the main driving shaft, insuring a steady and constant flow of oil for all sizes of pipe, which means a great saving in the wearing of the dies and ability of the machines to be speeded up for high-speed cutting.

Another illustration represents the pat-

at all times and insure perfect threads. The cam ring construction is of the interchangeable type. The cams are not made a part of the ring, but are of steel, each one being separate and inserted into the ring, making replacement possible if necessary at a very nominal cost, and not necessitating the closing down of the machine



THE DIVVER METAL SHINGLE.

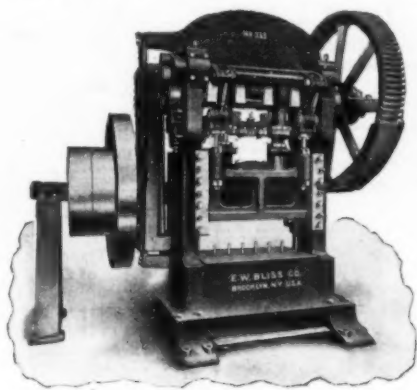
on close sheathing or three-inch laths, and is water and wind proof. It is most readily applied, and the construction of the lock is such that it is not possible for the roofer to lay the shingle otherwise than in the proper manner. Since the recent introduction of this metal shingle it has met with favor among people interested in this class of materials. Messrs. W. S. Divver & Bro. of Anderson, S. C., are the manufacturers of this shingle.

Double-Crank Toggle Drawing Press.

Drawing and stamping large forms of irregular shape, such as trays, stove tops, seamless roasters, etc., where the drawing and stamping is done in one operation, is done in large double-crank presses with heavy spring pressure attachments. Superior and more uniform results can be accomplished with toggle drawing presses,

especially when the article to be drawn is of considerable depth, as the greater the depth of draw the more varied is the pressure produced by the spring attachment on the blank, and the amount of power consumed is very considerable, whereas in toggle drawing presses an even holding pressure is secured and a minimum amount of power used.

To overcome the objectionable features of drawing under rubber and spring pressure the class of work mentioned, the E. W. Bliss Company of No. 3 Adams street, Brooklyn, N. Y., has designed a new type of press known as the double-crank toggle drawing press, illustrated herewith, which



DOUBLE-CRANK TOGGLE DRAWING PRESS.

is built in 10 sizes. The original design was made three years ago, but the press has been redesigned to embody such changes and improvements in detail of construction as experience has demonstrated to be of advantage. The frame is of large proportions, and is cast in one piece, giving a maximum amount of strength and rigidity. The punch slide has a stroke of eight inches, and is actuated by a high-carbon, hammered-steel, double crankshaft of large diameter. The pressure on this slide is distributed over two points by screw connections, and work in unison when adjusting the slide, insuring perfect alignment at all times. This adjustment is accomplished by oscillating a ratchet lever.

The blank holder slide, which has a stroke of six inches, encases the punch slide, and the pressure on it is distributed over four points by heavy steel screws. This slide is actuated by the Bliss patented toggle motion. The toggles, made of steel, receive their motion from the crankshaft through an outside slide, which is operated by a crank connection on the end of crankshaft. The blank holder slide mechanism is balanced to avoid undue strain upon it. The construction insures all stress borne by the blank holder slide being taken by the press frame. At the beginning of the stroke the blank holder slide first moves down, while the punch slide first moves upward a trifle, and then downward with the blank holder slide, but somewhat behind it. When the blank holder slide dwells the punch slide continues its downward movement and forces the blank into the die, causing it to slip between the lower side of the form and even holding pressure. The punch slide then moves upward, together with the blank holder slide, and the drawn and stamped shell is pushed out of and to the top of the die by a knock-out actuated by the blank holder slide.

The press shown will handle a 42x23-inch blank of No. 14 gauge steel, or smaller blanks of heavier stock in proportion. It will take a drawing punch 12x36½ inches. A patented jaw clutch, entirely of steel, is used on this press, and all gears are cut. The main gear is 73 inches in diameter, with an eight-inch face. The flywheel is 62 inches in diameter, with six-inch face, and weighs 1800 pounds. The press makes 30 strokes per minute, and the driving

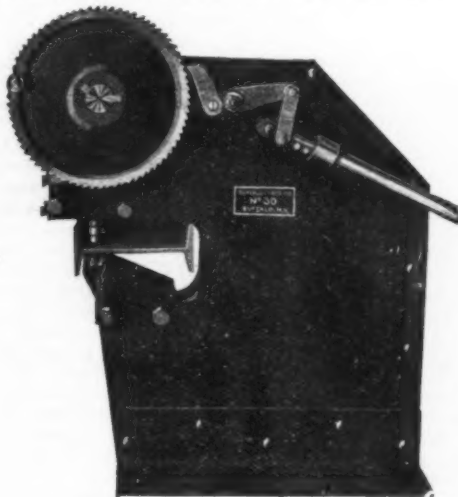
shaft 205 revolutions per minute. Total height of the press is 10 feet 9 inches, and the floor space over all is 10 feet 9 inches by 7 feet 3 inches. The weight complete is approximately 42,000 pounds.

High-Power Beam and Channel Punch.

While the trend of modern demands is shifting to motor and power-driven machines, yet the advantages, capacity, ease of operation and durability of the hand-power punch illustrated herewith makes it adaptable to all kinds of punching on I-beams from 5 inches up to 12 inches, and the extreme light weight, with the enor-

mous power and durability, recommend it to all structural steel users.

The enormous strength and rigidity of the armor-plate frame is evident, and the large punching power is considered marvelous when it is known how easy and quickly a medium-sized hole is punched in plate thicknesses up to one-half inch. The maximum capacity of this punch is one-inch holes in one-half-inch plate, which would take a dead weight of over 47 tons upon the plunger, based upon a shearing strength of the material being punched of 50,000 pounds to the square inch, which is



HIGH-POWER BEAM AND CHANNEL PUNCH.

equivalent to the ordinary steel used in bridges and structural steel work of all kinds.

This enormous power is made possible by a combined three-stage lever motion, which has a leverage of 1 to 2200 from the end of a six-foot lever to the shearing edge of the punch. This is equivalent to 2200 pounds pressure at the punch with one pound pull on the lever, but does not include the power lost in friction of working parts, which is small for a machine of this kind.

The two frame plates are rigidly bolted and riveted together in a box-form construction. The ratchet wheel is cut and hardened steel, upon which works the pawl and lever motion. It will be noticed that the lever-bearing studs are bolted

through the frame, making them extra rigid, and that there are three pins in the lever handle, over which the first link is placed to secure a one, two or three-tooth movement of ratchet wheel. The ratchet wheel can be turned by a convenient handle to quickly adjust the punch to the work, as well as to run the punch up after completing an operation.

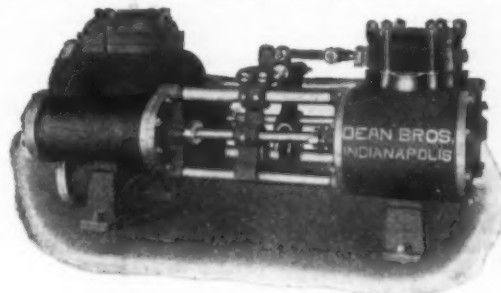
The plunger crankshaft, upon which the ratchet wheel is pressed, is securely supported by flange bearings bolted to the main frame. The throw of the crankshaft is three-quarters of an inch, and the motion is transferred to the plunger head by means of a heavy steel one-piece connecting rod, which has a width of the frame

wrench, special wrenches being unnecessary. The pump is of the regular inside-packed piston type, but a plunger type is also made. It is intended for working pressure up to 150 pounds to the square inch, but is tested at works to 400 pounds to the square inch.

COTTONSEED

Exhibited at Memphis.

Among the manufacturers who exhibited at the recent Memphis convention of the Interstate Cottonseed Crushers' Association were: French Oil Mill Machinery Co., Pique, Ohio; Buckeye Iron and Brass



DEAN BROS. DUPLEX PISTON PUMP.

space, and is bored from the solid and bronze-bushed.

The planed sides of frame form guiding surfaces on two sides of plunger, while the main guides are bolted between the frame and have adjustable gibs, which assure the permanent alignment of punch and die. The die-holder is a steel casting of improved shape and design adaptable to working on webs of channels, I-beam, etc. It is mounted on the frame and bolted by an extension machined to fit the frame space. Heavy angle irons are riveted to the frame on both sides, making a substantial base plate. Its weight is 1000 pounds, and it can be mounted on truck for portable use. The machine is made by the

Works, Dayton, Ohio; W. P. Callahan Company, Dayton, Ohio; Foos Manufacturing Co., Springfield, Ohio; the Hill Clutch Co., Cleveland, Ohio; Livermore Foundry & Machine Co., Memphis; Dixie Electro Magnet Co., Memphis; F. A. Blain, Dallas, Texas; Atlanta Utility Co., Atlanta; Reed & Duecker, Memphis; Memphis Broom & Brush Co., Memphis; Southern Cotton Oil Co., Savannah; Webster Manufacturing Co., Chicago.

A company has been organized at Stockdale, Texas, with a capital stock of \$30,000 to establish a cottonseed and peanut oil mill. Its officers include C. Sikes, president; M. C. Shaw, first vice-president; J. T. Hall, second vice-president; G. B. Gouger, secretary and treasurer, and G. P. Barber, general manager.

Coal in Georgia in 1908.

The total production of coal in Georgia in 1908 was 264,822 short tons, having a spot value of \$364,279.

Few States suffered more acutely from the financial depression of 1908, so far as coal production is concerned, than Georgia, the output of the State decreasing from 362,401 short tons in 1907 to 264,822 tons in 1908, a decline of 97,579 short tons, or 26.93 per cent., while the value fell off from \$499,686 to \$364,279, a decrease of \$135,407, or 27.1 per cent. The output in 1908 was less than in any year since 1890, and can be attributed almost entirely to the depression in the iron trade, which particularly affected the production of high-grade coals and the manufacture of coke. The quantity of coal made into coke decreased from 141,031 short tons in 1907 to 71,452 tons in 1908—almost exactly 50 per cent. Of the total decrease in the State's coal production in 1908, 71 per cent. was in the quantity of coal charged into ovens for the manufacture of coke.

The League of Georgia Municipalities at its Columbus meeting last week elected Messrs. W. F. Dorsey, Athens, president; Rhodes Browne, Columbus; J. D. Edmundson, Lagrange; A. W. Evans and J. L. Fincher, Fort Valley, vice-presidents; F. M. Sommerkamp, Columbus, secretary and treasurer.

Subscribe to MANUFACTURERS' RECORD, \$4 a year, or six months for \$2.

Buffalo Forge Co., Buffalo, N. Y., and has been styled No. 30 punch.

Dean Bros. Duplex Piston Pump.

An accompanying view illustrates a new pattern of duplex pump offered by the Dean Bros. Steam Pump Works, Indianapolis, Ind. The steam valve gear is of the company's latest type, with both levers alike. The frames are of heavy polished steel rods, making a very rigid, strong construction. The pump throughout is of stocky build, for heavy pressure and severe service. The suction and delivery pipes are connected at the outer end of pump cylinder. All the water valves are accessible by removing the water-chest cover and valve-plate. All bolts and stud nuts can be removed with an ordinary monkey-

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECT

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

BRIDGES, CULVERTS, VIADUCTS

Alta Vista, Va.—Campbell county will construct bridge over Staunton River at Alta Vista. Address County Commissioners at Rustburg, Va.

Anderson, S. C.—Blue Ridge Railway, J. R. Anderson of Anderson, superintendent, will construct bridge over railroad on Peoples street; city will build approaches; map of bridge and approaches have been made by W. H. Shearer, City Engineer, and has been adopted by City Council.

Ardmore, Okla.—Morgan township of Carter county will vote on issuance of \$40,000 of bonds, bridges, culverts, road improvements, etc. Address County Commissioners.

Barboursville, W. Va.—Cabell County Commissioners will receive bids until July 8 for construction of steel and iron superstructure for bridge over Guyandotte River. (See "Machinery Wanted.")

Charlotte, N. C.—Mecklenburg County Commissioners awarded contract to York Bridge Co., York, Pa., at \$13,940 to construct steel bridge over Catawba River at Rozzell's Ferry; four spans of 153 feet each and roadway 16 feet wide; W. M. Long, chairman Board of Commissioners. (Recently mentioned.)

Elberton, Ga.—Elbert and Oglethorpe counties will rebuild county-line bridge across Broad River at Mattox Ferry place; bids to be opened June 15; A. A. Blackwell, T. B. Crawford and J. C. Thomas, Commissioners of Roads and Revenue of Elbert County, Elberton; W. J. Knox, Commissioner of Roads and Revenue for Oglethorpe County, Lexington. (See "Machinery Wanted.")

Hartwell, Ga.—Hart county is considering construction of steel bridge across Savannah River. S. H. White, County Supervisor.

Kansas City, Mo.—Chicago, Burlington & Quincy Railroad, W. L. Breckinridge, engineer maintenance of way, Chicago, Ill., reported to build double-track bridge across Missouri River at Kansas City.

Kansas City, Mo.—Kansas City Bridge Co. has contract to construct 39-foot steel bridge; masonry abutments; concrete floor; contract price \$1050.

Malvern, Ark.—Hot Spring county awarded contract to Illinois Steel Bridge Co., Jacksonville, Ill., at \$9842 and \$9883, respectively, for constructing two steel bridges across Ouachita River.

Muskogee, Okla.—Muskogee county will vote on issuance of \$450,000 of bonds for improving bridges, etc. Address County Commissioners. (See "Road and Street Improvements.")

New Orleans, La.—Engineers are now engaged in determining cause of recent reported failure of partially completed bascule trunnion bridge over Bayou St. John at intersection of Esplanade avenue, and until these investigations have been completed it will not be known whether design of bridge must be changed or what will be done toward its completion; W. J. Hardee, City Engineer.

Oklahoma City, Okla.—City Engineer Burke estimates cost of constructing bridges across Canadian River and raising Pennsylvania avenue above high-water level will be \$25,000.

Pond Creek, Okla.—Chicago, Rock Island & Pacific Railway, J. B. Berry, chief engineer, Chicago, Ill., has not reached any decision in regard to constructing bridge over Salt Fork River; recently reported.

Salisbury, Md.—City will at once construct two temporary bridges to replace those destroyed by flood. Address The Mayor.

CANNING AND PACKING PLANTS

Hastings, Fla.—W. Z. Chappell has awarded contract for packing plant.

Leola, Ark.—Leola Canning Co. incorporated with \$6000 capital stock by W. H. Reid, R. E. Jett, T. M. Deer and others.

Lufkin, Texas.—East Texas Canning Co. incorporated with W. A. Abney, J. T. Maroney, J. L. Menefee and others.

Shreveport, La.—William E. Glassell is promoting organization of company to establish \$10,000 packing plant.

CLAYWORKING PLANTS

Crush, Texas.—Brick and Tile.—Crush Brick & Tile Co. will erect additional drykiln, increasing burning capacity of plant.

Dallas, Texas.—Drain Tile and Sewer Pipe. T. F. Hook, Webster City, Iowa, will establish drain tile and sewer pipe plant at Dallas.

Elgin, Texas.—Bricks.—Prewitt Brick Manufacturing Co., previously reported incorporated, will erect two buildings, 40x60 feet and 70x112 feet; galvanized iron; mill construction; cost \$6000; cost of equipment (dry-press, stiff mud, face, fire and common brick machinery) \$25,000; daily capacity 40,000 to 50,000 bricks.

Greensboro, N. C.—Bricks.—Cunningham Brick Co. incorporated with \$25,000 capital stock by J. H. Cunningham, W. H. Osborne and C. D. Cunningham.

Houston, Texas.—Bricks.—G. H. Holliday, Knoxville, Tenn., is reported to erect brick plant.

South Coffeyville, Okla.—Bricks.—Frank Brown, Independence, Kans., will establish plant at South Coffeyville with capacity of 100,000 bricks daily.

South Coffeyville, Okla.—Bricks.—Anderson & Anderson, Caney, Kans., and St. Louis, Mo., and others will establish plant at South Coffeyville with capacity of 125,000 bricks daily.

Shreveport, La.—Pottery.—Charles K. Miller, Athens, Texas, contemplates establishment of pottery.

Womble, Ark.—Bricks.—C. M. Howells is interested in establishment of brick plant.

Zebulon, N. C.—Bricks.—Clarence Chamberlee, H. Mann and T. C. Christmas will establish brick plant.

COAL MINES AND COKE OVENS

Dola, W. Va.—Josiah W. Thompson, Uniontown, Pa., purchased 4000 acres of coal lands near Dola; purchase price \$600,000.

Fincastle, Va.—Catawba Coal & Iron Co. incorporated with capital stock of \$2,500,000; has option on 8000 acres coal and iron lands for development; will build large mining plant; plans to construct railway to provide transportation facilities and in future to build iron furnaces; incorporators have been making preliminary investigations and developments for some months under direction of Charles E. Willis, previously mentioned in

connection with this proposition. Address company, care of Mr. Willis.

Jackson, Ky.—American Land & Lumber Co., W. B. Oelze, secretary, will arrange for development of coal land in Breathitt, Perry, Knott, Leslie and Letcher counties. (See "Lumber-manufacturing Plants.")

Lufkin, Texas.—E. F. Dunlap reported considering development of coal mines.

Temple, Texas.—Standard Lignite Co. incorporated with \$25,000 capital stock by W. E. Hall, Thomas C. Hall and Geo. C. Pendleton.

CONCRETE AND CEMENT PLANTS

Hancock, Md.—John J. Hetzel, Martinsburg, W. Va., purchased Round Top Cement Works at Hancock.

Johnson City, Tenn.—N. A. Patterson, Vine-land, Tenn., mentioned in connection with report that 50 acres of land have been purchased as site for Portland cement plant.

Muskogee, Okla.—Miracle Cement Block & Brick Co. incorporated with \$20,000 capital stock by W. H. Shepherd, Byron Bronson, W. H. Pritchett and others.

Searcy, Ark.—Searcy Concrete Block & Paving Co., reported incorporated lately with \$10,000 capital stock, will establish concrete-block plant; will erect 40-foot shed of mill construction, with composition roof, at cost of \$500; will install machinery for manufacturing concrete blocks, etc.; W. S. Booth, president; T. W. Holston, secretary; W. A. Holston, treasurer. (See "Machinery Wanted.")

St. Petersburg, Fla.—Southern Concrete & Construction Co. purchased site 400 feet long on which to erect shed to be equipped for manufacture of hexagon tile, brick, cement curb, etc.

Taylor, Texas.—W. I. Fegan, San Antonio, Texas, will construct concrete and cement factory.

COTTON COMPRESSES AND GINS

Anadarko, Okla.—A. L. Trueblood, Hobart, Okla., will establish cotton compress.

Ballinger, Texas.—Farmers' Gin Co. incorporated with \$6000 capital stock by A. Hall, John W. Clamptt, W. S. Rodgers and others.

Celeste, Texas.—Farmers' Union has organized company to establish 160-bale capacity cotton gin.

Frederick, Okla.—Barrett Gin Co. has increased capital stock from \$10,000 to \$30,000.

Indianola, Miss.—Sunflower Compress Co. incorporated with \$30,000 capital stock by W. H. Garrard, D. A. Sledge and others.

Jennings, Fla.—Farmers' Union Warehouse & Ginning Co. will establish cotton gin.

Jennings, Fla.—B. F. McCall will establish cotton compress, gin and cottonseed-oil mill.

Osceola, Ark.—Brickey & Ayres Lumber & Gin Co. incorporated with \$8000 capital stock; G. R. Brickey, president.

Perry, Texas.—Company organized with \$5000 capital stock; W. H. Smith, president; H. Miller, vice-president; T. W. Hander, secretary; Geo. Bletsch, treasurer; will establish cotton gin.

Quanah, Texas.—People's Compress Co. incorporated with \$33,000 capital stock; C. E. Ward, manager; capacity 800 bales daily.

Vossburg, Tenn.—R. M. Donald will establish cotton gin.

Wetumpka, Okla.—Farmers & Merchants' Gin Co. incorporated with \$10,000 capital stock by J. A. Derch, Turner Meadows and others.

COTTONSEED-OIL MILLS

Ashburn, Ga.—Ashburn Oil Co. incorporated with \$40,000 capital stock by J. S. Shingler, W. A. Shingler and J. I. Evans; awarded contract to Buckeye Iron and Brass Works, Dayton, Ohio, for construction of 40-ton oil mill.

Calhoun, Ala.—Calhoun Oil & Fertilizer Co., recently reported incorporated and to establish oil mill, has decided to establish larger mill than at first contemplated; two-press plant, with capacity of 40 to 50 tons daily; extra cost \$7000; contract for machinery awarded to E. Van Winkle Gin and Machine Works, Atlanta, Ga.

Donaldsonville, Ga.—Donaldsonville Oil Mill is title of company lately reported as awarding contract to Buckeye Brass and Iron Works, Dayton, Ohio, for erection of oil mill and guano factory; will have two presses; cost of buildings \$8000; cost of machinery \$30,000; plans by O. C. Sheppard, Atlanta, Ga.

England, Ark.—Arkansas Cotton Oil Co., main office, Little Rock, will double capacity of plant.

Goldwalthe, Texas.—Goldwalthe Oil Mill Co. is preparing to erect proposed cotton-oil mill.

Jennings, Fla.—B. F. McCall will establish cotton-oil mill, cotton gin and compress.

Ladonia, Texas.—Farmers' Cotton Oil & Gin Co. incorporated by J. F. McFarland, H. P. Erwin, C. H. Woods and others to establish cotton-oil mill; will install three Anderson oil expellers with capacity of 18 tons daily; machinery has been ordered.

Shawnee, Okla.—Choctaw Cotton Oil Co. incorporated with \$300,000 capital stock by R. K. Wooten, J. S. Blackmon, E. C. Burton and others.

Stockdale, Texas.—Company organized with \$30,000 capital stock; C. Sikes, president; M. C. Shaw, first vice-president; J. T. Hall, second vice-president; G. B. Gouger, secretary and treasurer; G. P. Barber, general manager; to establish cottonseed and peanut oil mill.

Stockdale, Texas.—Company organized with capital stock of \$30,000 to build 40-ton cotton oil and peanut oil mill; C. Sikes, Pandora, Texas, president; M. C. Shaw, first vice-president; C. B. Gouger, secretary-treasurer; Geo. P. Barber, manager, all of Stockdale.

ELECTRIC-LIGHT AND POWER PLANTS

Abbeville, Ala.—Abbeville Power & Manufacturing Co., reported incorporated last week with \$500,000 capital stock, plans to develop about 10,000 horse-power for transmission by electricity; estimates cost of dam construction, power-house, water-power-electrical machinery, 82 miles of pole line, etc., at \$200,000; has made surveys and other investigations, but will not be prepared to consider contracts for six weeks; plans building two cotton mills of 20,000 spindles each at Abbeville and Headland; address, care of J. L. Pollard; engineers in charge, D. G. Zeigler & Co., Mutual Life Bldg., Jacksonville, Fla.

Atlanta, Ga.—Piedmont Power Co. is now designing plan for electric distribution lines, city having granted 50-year franchise; will undertake construction as soon as details have been determined; its enterprise has been financed; reported incorporated previously with capital stock of \$3,000,000; Louis B. Magid, president; offices in English-American Building.

Caro, Texas.—Saner-Whiteman Lumber Co., Jno. C. Saner, president, will rebuild burned power plant; 30x70 feet; ordinary construction; will install 40-kilowatt 250-volt direct-current dynamo.

Chattanooga, Tenn.—Chattanooga & Tennessee River Power Co. will increase capital stock from \$3,000,000 to \$5,000,000; details of water-power-electrical development previously announced.

Chester, S. C.—Southern Power Co., Charlotte, N. C., has organized Chester Power Co. (subsidiary corporation), with \$50,000 capital stock; Southern Power Co. some time ago purchased old Chester electric-light plant and accessories and began rebuilding system; Chester Power Co. to proceed with this work.

Chickasha, Okla.—Chickasha Hydro-Electric Power Co. incorporated by Dennis O'Brien and others with \$100,000 capital stock; will construct dam developing from 2200 to 3000 horse-power.

DeFuniak Springs, Fla.—City defeated \$10,000 electric-light bond issue. Address The Mayor. (Previously mentioned)

Edna, Texas.—Edna Light & Ice Co. incorporated with \$10,000 capital stock by H. B. Walling, A. S. White and A. E. Westhoff.

Elberton, Ga.—Interstate Power Co. incorporated with capital stock of \$3,000,000 by Jack J. Spalding of King & Spalding, Atlanta, Ga.; Thomas J. Brown of Elberton and E. Marvin of Underwood, Ga.

El Reno, Okla.—El Reno Gas & Electric Co. is replacing entire electric-lighting system with new poles, wires, etc.

Fort Meade, Fla.—The Electrical Construction Co. of Tampa, Fla., has contract to install lighting plant at Fort Meade to cost \$10,000. Fairbanks-Morse Company of Chicago has contract to furnish engines and other equipment.

Geneva, Ala.—Geneva Power Manufacturing Co., lately reported incorporated with capital stock of \$500,000, has temporarily or-

ganized with D. O. Vaughan, president; J. R. Clark, secretary-treasurer, both of Geneva, and D. G. Ziegler, engineer and general manager, Mutual Life Bldg., Jacksonville, Fla.; will develop 5000 horse-power for transmission by electricity; preliminary estimates as follows: Dam and power-house, \$125,420; hydro-electric machinery, complete, \$112,000; 68 miles of pole lines, \$115,500; total cost, \$354,920.

Grand Prairie, Texas.—George D. Allen, St. Louis, Mo., will construct electric-light and power plant in connection with establishment of town near Grand Prairie. (See "Miscellaneous Enterprises.")

Jefferson, Okla.—Jefferson Power & Improvement Co. incorporated with \$100,000 capital stock by D. E. McNeff, E. L. Quigley and A. B. Glinter.

Kernersville, N. C.—Kernersville Light & Power Co. organized to establish electric-light plant, for which 25-year franchise has been secured. C. C. Sapp is president, R. R. Cloward vice-president, D. W. Harmon treasurer, and Charles S. Swann secretary and manager.

Little Rock, Ark.—Council committees will form four general improvement districts to issue \$240,000, and each to include entire city; electric-light improvement district will issue \$60,000 of bonds to construct electric-light plant in rear of City Hall, to have capacity of 1000 arc lights. E. A. Kingsley, City Engineer.

Louisburg, N. C.—Allen Bros. Company will make improvements to water-power plant; concrete construction. (See "Machinery Wanted.")

Morrilton, Ark.—Russellville Water & Light Co., A. Brewster, president, Pine Bluff, Ark., is considering furnishing Morrilton with light and power.

Mound City, Mo.—Mound City Electric Light & Ice Co. incorporated with \$25,000 capital stock; E. W. Miller, president; Geo. Myer, vice-president; R. I. Decker, secretary; will erect ice and electric-light plant; 50x90 feet; brick; mill construction; cost of buildings, \$3000; cost of machinery, \$10,000; will install 10-ton ice plant and 25-kilowatt electric plant; R. W. Neil, engineer in charge.

Mound City, Mo.—Mound City Electric Light & Ice Co. incorporated with \$25,000 capital stock by E. M. Miller, R. W. Neill, T. W. McCoy and others.

Murfreesboro, Ark.—Pike County Water Power Co., lately reported incorporated with \$1,000,000 capital stock, plans to construct concrete dam across Little Missouri River; to develop from 20,000 to 40,000 horse-power for transmission by electricity to various cities; has natural-lake dam site and will locate dam below lake; Claudius Jones, president; general offices at Little Rock, Ark.

Newbern, N. C.—Newbern Power Co. incorporated with \$500,000 capital stock by R. P. Foster, J. W. Stewart, R. A. Nunn and M. D. Lane.

New Orleans, La.—New Orleans Railways, Light & Power Co., Hugh McCloskey, president, reported to expend \$1,000,000 annually for number of years in improving and extending system; contract awarded for 5000-kilowatt engine to be used in connection with generator at central power-house on Market street; cost \$150,000.

Ocala, Fla.—Florida Power Co. is proceeding with construction of proposed water-power-electric plant to develop 3000 horse-power for transmission by electricity; has built power-house 100 feet long and transformer-room between power-house and north wall of lock, latter being 40 feet wide and 140 feet long, with draught of 10 feet, and has adjoining spillway 100 feet long; will generate electricity at 2200 volts, to be stepped up to 60,000 and transmitted 12 miles to Dunnellon and other phosphate mining localities; water-power and electric machinery purchased from Allis-Chalmers Company, Milwaukee, Wis.; wire for transmission line purchased from John A. Roebbing's Sons' Company, Trenton, N. J.; estimated cost of plant, \$500,000. R. C. Camp is company's general manager.

Raimund (not a P. O.), Ala.—Republic Iron & Steel Co. is reported to install electric-light plant at Raimund mines; general offices, Frick Bldg. Annex, Pittsburgh, Pa.; New York offices, 111 Broadway.

Rotan, Texas.—Mr. Harris of Comanche, Texas, will install electric-light plant.

San Antonio, Texas.—St. Anthony Hotel Co. purchased site on which to erect power-house, in which all power-producing machinery of hotel, as well as additional new equipment, will be installed, for pumping water, furnishing electric lights for hotel, etc.; present machinery produces about 400 horse-power; new building to be 170 feet long, two stories high and cost \$18,000.

Spartanburg, S. C.—Southern Power Co., Charlotte, N. C., secured 30-year franchise to transmit electricity in Spartanburg for light and manufacturing.

Talladega, Ala.—Alabama Power Development Co. is progressing with preparation of surveys and maps for plant at Jackson Shoals, mentioned previously; will probably not undertake construction until latter part of summer, and no contracts will be awarded for several months; is making surveys for high-tension transmission line between Anniston and Talladega so as to furnish power from common source; will probably complete this line early in fall; construction by company, and most of materials have been purchased; J. M. Wolfe, manager.

Waco, Texas.—Rotan Water & Light Co. incorporated with \$10,000 capital stock by C. Hamilton, E. Rotan and C. H. Sherman.

Wapanucke, Okla.—City will vote on issuance of \$50,000 of bonds for electric-light plant and water-works; Oklahoma City engineer will prepare plans. Address The Mayor.

Warrenton, Ga.—City will vote about July 12 on issuance of \$12,000 of bonds for electric-light plant. Address The Mayor.

FLOUR, FEED AND MEAL MILLS

Chillicothe, Texas.—Moore Milling Co. incorporated with \$40,000 capital stock by C. M. Moore, J. J. Perkins and Henry H. Wade.

Florence, Ala.—Florence Columa Co., H. McVey Moore, president; R. R. Moore, vice-president; T. C. Houghton, secretary, purchased and will remodel milling and wood-working plant; cost of buildings, \$10,000; will install corn and feed mills; cost of machinery, \$6000; daily capacity of plant, 250 bushels of corn meal and two tons feed. (See "Woodworking Plants.")

Higginsville, Mo.—Eagle Mill & Elevator Co. will probably rebuild plant reported burned; loss \$40,000.

Penn Laird, Va.—Penn Laird Milling Co. incorporated with \$15,000 capital stock; B. B. Miller, president; J. F. Wampler, vice-president; W. J. Gochenour, secretary and treasurer; will establish flour mill.

Spring Hope, N. C.—J. L. Barbee will install new machinery in Webb mill; capacity to be 20 barrels of flour daily.

Stony Man, R. F. D. from Luray, Va.—J. F. Lucas & Son, Luray, Va., R. F. D. 2, will erect cornmeal mill at Stony Man; frame; ordinary construction; will install buhr and corn-crushing machinery; plant will have daily capacity of 50 bushels cornmeal; cost \$1,000; C. J. Lucas, Luray, engineer. (See "Machinery Wanted.")

FOUNDRY AND MACHINE PLANTS

Chadbourne, N. C.—Iron Works.—Chadbourne Iron Works Co. incorporated with \$30,000 capital stock by P. Lennon, J. C. Hobbs and others.

El Reno, Okla.—Stoves, etc.—El Reno Foundry & Machinery Co., H. Brenner, president, will erect foundry; 60x90 feet; fireproof; cost \$40,000; will install traveling crane, elevator and cupola.

Joplin, Mo.—Concentrators.—American Concentrator Co. contemplates building plant in East.

Miami, Fla.—Repair Shop.—Charles H. Perry will erect concrete building 50x70 feet for storing and repairing machinery.

Miami, Fla.—Repair Shop.—C. H. Perry will erect automobile repair shop; 50x70 feet; stone; fireproof; will install pipe-threading and turning lathes; cost of buildings \$2500; cost of machinery \$700; will open proposals for machinery July 1. (See "Machinery Wanted.")

Quanah, Texas.—Iron Foundry.—Kahlert & Holman, New Orleans, La., will establish iron foundry; cost \$3500.

Rome, Ga.—Car-wheel Works.—R. G. Peters of Manatee, Mich., will either build car-wheel works or acquire stock in subsidiary corporation to build car-wheel works. (See "Iron and Steel Plants.")

Shreveport, La.—Foundry.—Lufkin Foundry & Machinery Co., Lufkin, Texas, proposes establishment of plant at Shreveport.

St. Louis, Mo.—Eisner Machinery & Manufacturing Co. incorporated with \$10,000 capital stock by Joseph Eisner, Edmund C. Beckmann and William T. Jones.

GAS AND OIL DEVELOPMENTS

Ada, Okla.—Ada Gas & Oil Co. Incorporated with \$15,000 capital stock by A. L. Beck, Tom Hope, F. E. Bowman and others.

Anderson, Texas.—Grimes County Oil & Development Co. incorporated with \$20,000 capital stock by A. L. McKercher, general manager, and others.

Lamont, Okla.—Lamont Gas & Oil Co. incorporated with \$5000 capital stock by Ed Gillis, A. C. Thompson, Ed Brazell and others.

Muskogee, Okla.—Maybell Oil Co. incorporated with \$40,000 capital stock by F. B. Jackson, Muskogee, T. J. White, Tulsa, Okla., and others.

New Orleans, La.—Texas Oil Co. incorporated with \$250,000 capital stock; J. S. Cullinan, president; L. A. Jung, vice-president; J. H. Littlefield, secretary and treasurer.

Oklahoma City, Okla.—Seminole Oil Co. incorporated with \$15,000 capital stock by Harry A. Weir, James Green and E. Jones.

Spiro, Okla.—Eastern Oklahoma Oil & Gas Co. incorporated with \$25,000 capital stock by John Taylor, W. McCann, both of Spiro, and A. J. Foster, Bokosha, Okla.

ICE AND COLD-STORAGE PLANTS

Cureo, Texas.—T. S. Williams will establish cold-storage plant for turkeys; will erect building to cost \$5000.

Dallas, Texas.—Ben Abion & Co. will establish cold-storage plant; will erect brick three-story-and-basement building, to cost \$15,000 exclusive of machinery.

Edna, Texas.—Edna Light & Ice Co. incorporated with \$10,000 capital stock by H. B. Walling, A. S. White and A. E. Westhoff.

Farmersville, Texas.—Farmersville Ice Co. incorporated with \$20,000 capital stock by W. C. Dickson, F. M. Rayzor, C. C. Yeatts and others.

Orangeburg, S. C.—Crystal Ice Co. incorporated with \$100,000 capital stock by W. F. Skinner, W. C. Wolf and H. C. Wannamaker.

Prescott, Ark.—Company recently noted as being organized by R. P. Arnold and others to establish ice plant awarded contract to W. B. Orner, Prescott, for erection of building.

San Antonio, Texas.—Charles A. Zilker and associates contemplate establishment of \$30,000 cold-storage plant.

IRON AND STEEL PLANTS

Ashland, Ky.—Iron Furnace.—Ashland Iron & Mining Co. has blown in blast furnace.

Anniston, Ala.—Iron Furnace.—Woodstock Iron & Steel Corporation will blow out Woodstock iron furnace for relining.

Birmingham, Ala.—Iron Furnace.—Williamson Furnace Co. will make general repairs to Williamson blast furnace at cost of \$10,000; daily capacity 100 tons pig iron; B. P. Wilson, Jr., manager and engineer in charge, 623-26 First National Bank Bldg.

Chattanooga, Tenn.—Iron Furnace.—L. S. Colyar reported to erect iron furnace.

Muirkirk, Md.—Iron Furnace.—Charles E. Coffin has resumed operation of Muirkirk iron furnace.

Rome, Ga.—Iron Furnace.—R. G. Peters of Manatee, Mich., has contracted to buy control of Silver Creek Furnace Co.; he will be elected president and H. H. Shackleton, secretary-general manager; plans increasing daily output of furnace from 70 to 80 tons; will begin improvements June 15; will either construct car-wheel works or acquire stock in subsidiary corporation to build plant. (Mr. Peters recently mentioned as buying and to develop 10,000 acres iron and timber land, etc.)

LUMBER-MANUFACTURING PLANTS

Beaumont, Texas.—Neches Lumber Co. planning to establish planing mill in connection with sawmill; capacity 40,000 feet daily.

Beaumont, Texas.—Allen-Cox Shingle Co. incorporated with \$10,000 capital stock by Austin Allen, Rupert Cox and D. A. Allen.

Beckley, W. Va.—United Lumber Co. will establish sawmill.

Charleston, W. Va.—L. O. Steinbeck has purchased 2100 acres of timber land and will erect mill, build railroad and cut; estimated to cut 8,000,000 feet lumber.

Chicora, Okla.—Mobile-Gulfport Lumber Co. incorporated with \$10,000 capital stock by E. W. Robinson and E. L. Kilner, both of Mobile, Ala.

Clinton, Mo.—E. D. Sayles Lumber Co. incorporated with \$30,000 capital stock by D. Sayles, Thomas G. Hutt, H. F. Hopp and others.

Deland, Fla.—McCormick Lumber Co. organized to build planing mill with 60 horse-power boiler, 50-horse-power engine, shaving and dust collecting system, etc.; address care of J. Will McCormick, Box 95. (See "Machinery Wanted.")

El Reno, Okla.—J. R. Smiley Lumber Co. incorporated with \$20,000 capital stock by J. R. Smiley, M. S. Smiley and W. J. Finch.

Hattiesburg, Miss.—Watkins-Grey Lumber Co. incorporated with \$10,000 capital stock by H. Watkins, C. J. Grey and others.

Heber, Ark.—Clarence Frauenthal will establish sawmill.

Honaker, Va.—A. P. Pearly, temporary headquarters, Bristol, Va., and associates have purchased 25,000 acres of timber land in Russell county and will establish band mill at Honaker; will construct 28 miles standard-gauge railroad; will expend \$100,000 preparing for development.

Horatio, Ark.—Horatio Lumber Co. incorporated with \$10,000 capital stock by Frank Ogden, D. E. Van Woert and B. L. Spencer.

Houston, Texas.—Eagle Lumber Co. increased capital stock from \$15,000 to \$30,000.

Jackson, Ky.—American Land & Lumber Co., recently incorporated with \$200,000 capital stock, has organized with C. J. Little president and treasurer and W. B. Oelze secretary; purchased 15,000 acres of coal and timber lands in Breathitt, Perry, Knott, Leslie and Letcher counties and will arrange for developments; has purchased from Tomlin & Cashman of Simpson, Ky.; product of mill they will build as reported in this column.

Jackson, Ky.—Tomlin & Cashman of Simpson, Ky., will build band-saw mill to cut timber from 2000 acres of land; estimate, 10,000,000 feet of hardwood lumber.

Jasper, Ark.—Brooks & Ragan, Lyon, Miss., will establish 50-horse-power sawmill near Jasper.

Lillington, N. C.—Charles Ross Lumber Co. incorporated with \$50,000 capital stock by Charles Ross and others.

Logansport, La.—Leggett & Ramsey, Logansport, La., will establish circular-saw mill on Texas side of Sabine River opposite Logansport; capacity, 30,000 feet daily.

Mississippi.—Ferguson & Palmer Company, Paducah, Ky., has purchased at \$118,000 6000 acres of timber land in Mississippi, said to contain 20,000,000 feet oak and hickory besides other valuable hardwoods.

Orange, Texas.—Lutcher & Moore Lumber Co. will erect three brick drykilns to replace those recently burned; loss \$30,000.

Onceola, Ark.—Brickey & Ayres Lumber & Gin Co. incorporated with \$8000 capital stock by J. B. Brickey, president; G. D. Ayres, Leon Sanders and others.

Paint Rock, Texas.—J. F. McCollom Lumber Co. incorporated with \$12,000 capital stock by J. D. McCollom, Carl Armstrong and Frank Armstrong.

Pensacola, Fla.—Joel Frater Lumber Co. will establish lumber plant.

Radford, Va.—Radford-Portsmouth Veneer Corporation increased capital stock from \$10,000 to \$15,000.

Red Rock, Ark.—Red Rock Land & Lumber Co. incorporated with \$25,000 capital stock by J. Carume, A. C. McCombs, R. German and others.

Seminary, Miss.—Woods Lumber Co. has purchased and will develop timber holdings at Mason Lumber Co. at Goudal; reported that 40,000,000 feet of timber will be cut.

Shreveport, La.—M. A. Hayden Manufacturing Co. incorporated with \$10,000 capital stock by M. A. Hayden, Shreveport; H. T. Crew, Orange, Texas, and others; will establish planing mill and will manufacture coffins, tables and boxes.

St. Louis, Mo.—Webster Bros. Land & Lumber Co. incorporated with \$15,000 capital stock by George C. Philip E. and Charles C. Weber.

Tuscaloosa, Ala.—Southland Veneer Co. incorporated with \$15,000 capital stock; W. F. Fitts, president, Tuscaloosa; J. T. Horn, Stewart, Ala., manager.

Winnfield, La.—Winn Lumber Co. has increased capital stock from \$25,000 to \$50,000.

Womble, Ark.—Black Springs Lumber Co., W. B. Barton, president, will rebuild plant reported burned in April; will erect planing mill, 60x90 feet; mill construction; cost of building \$3300; cost of machinery (including No. 94 Berlin planing mill, 60-horse-power boiler and engine), \$5700; daily capacity, 25,000 feet; machinery purchased.

MINING

Arvon, Va.—Slate.—Ferneliff Slate Co., Rochester, N. Y., E. E. Crook, general manager, will develop slate properties at Arvon; also proposes manufacturing structural and roofing slate, slate acid vats, slate insulators for electrical wires, etc.

Birmingham, Ala.—Iron.—McCally Mining Co. incorporated with \$10,000 capital stock; J. R. Bryan, president and general manager; R. L. McCally, vice-president; W. E. Martin, secretary.

Bluefield, W. Va.—Onyx.—S. B. Payne and associates plan organization of company to develop 50,000,000 feet of onyx.

Elberton, Ga.—Granite.—Broad River Granite Co. organized with \$100,000 capital stock by Henry Hillyer, William Hurd Hillyer, W. H. Patterson, all of Atlanta, Ga., and others; has purchased and will develop Broad River granite properties near Elberton; main office, Atlanta, Ga.

Fincastle, Va.—Iron.—Catawba Coal & Iron Co. plans development of coal deposits on 8000 acres of land. Address care Chas. E. Willis. (See "Coal Mines and Coke Ovens.")

Florence, Ala.—Iron and Phosphate.—J. S. Bremer contemplates developing iron and phosphate deposits.

Houston, Texas.—Ruth Mining & Smelting Co. incorporated with \$2500 capital stock by J. Leon Jones, F. M. Frierson and B. J. Covington.

Joplin, Mo.—Lead and Zinc.—Simpson Mining Co. incorporated with \$90,000 capital stock by Ralph H. Tenney, William J. Briggie, Emily S. Grower and others.

Kansas City, Mo.—Lead and Zinc.—Majorie Mining Co. incorporated with \$15,000 capital stock by Robert C. Matlock, M. P. Welton and F. W. Kobusch.

Kansas City, Mo.—Lead and Zinc.—Welkomat Mining Co. incorporated with \$50,000 capital stock by Robert C. Matlock, M. P. Welton and F. W. Kobusch.

Muskogee, Okla.—Granitoid.—Franklin Granitoid Co. incorporated with \$2500 capital stock by W. J. Nelson, J. E. Huff and E. T. Franklin.

Richmond, Va.—Gold.—Argus Gold Mining Corporation organized with Fred G. Kipper, president; John Krug, vice-president; Wesley P. Arwood, secretary; Charles B. Selden, treasurer; office, 11 N. 11th St., Richmond.

Richmond, Va.—Granite.—James River Granite Corporation increased capital stock from \$50,000 to \$70,000.

Stillwater, Okla.—Limestone.—Sater Crushed Stone Co., lately reported incorporated with \$11,000 capital stock, has installed plant for mining limestone; capacity 300 tons in 10 hours.

St. Louis, Mo.—Fuller's Earth.—Frank L. Priest, 513 Locust St., and associates planning development of fuller's earth deposits; will soon install pulverizing and drying machinery. (See "Machinery Wanted.")

Sturgis, W. Va.—Sand and Limestone.—Deekers Creek Stone & Sand Co., Morgantown, W. Va., reorganized with H. R. Warfield, president and treasurer; E. H. Yeo, general manager; will install new equipment in plant and manufacture steel foundry, engine and motor sand; capacity 300 tons glass sand daily; will develop limestone.

Sulphur, La.—Sulphur.—Harry V. Meathers of Meathers Oil Co., Lake Charles, La., reported as organizing company to develop sulphur deposits on Eddy & Gunn rice farm near Sulphur.

Tishomingo, Okla.—Glass Sand.—Oswald Kemp & Lewis Silica Co. and Lytton Mineral Co. have consolidated as Chickasha Mineral, Oil and Silica Co.; to develop extensive glass-sand deposits; T. W. Lytton, president; J. F. Kemp, vice-president; E. D. Reed, secretary-treasurer; Fred Oswald, general manager.

MISCELLANEOUS CONSTRUCTION WORK

Beaumont, Texas.—Canal.—Navigation district of Jefferson county will vote July 8 on issuance of \$488,000 of bonds to improve Neches River, deepen Sabine-Neches Canal to depth of 25 feet and install lock in canal to prevent inflow of salt water from Sabine Pass. Address County Commissioners.

Galveston, Texas.—Channel, etc.—Capt. J. C. Oakes, U. S. Engineer, has forwarded to Washington specifications for proposed improvement of West Bay Channel, for which \$39,000 is available; proposed to advertise for bids. Specifications are being prepared for seawall and filling at Port Travis at Port Bolivar.

Grand Prairie, Texas.—Lake.—George D. Allen, St. Louis, Mo., will construct lake near Grand Prairie. (See "Miscellaneous Enterprises.")

Louisville, Ky.—Underpass.—Board of Public Works, Alex. G. Barret, chairman, awarded contract to Tripper & Co., Peru, Ind., at \$55,000 to construct Oak-street underpass between 8th and 10th streets; bid does not cover entire work by about \$15,000; contract complete will soon be awarded; one-half of cost will be paid by Louisville & Nashville Railway; work consists of 20,000 cubic yards excavation, 2300 cubic yards plain and reinforced concrete, etc. (Recently mentioned.)

New Orleans, La.—Wharf.—Bids will be

opened June 8 for construction of section of 6th street wharf; A. C. Bell, 606 Hibernia Bank & Trust Co. Bldg., New Orleans, is engineer; Hugh McCloskey, president Board of Port Commissioners. (See "Machinery Wanted.")

New Orleans, La.—Wharves.—Massillon (Ohio) Bridge & Structural Co. has awarded contract to Mackle-Crawford Construction Co., Doty Bldg., Jacksonville, Fla., for erection of steel complete on Celeste-street addition, St. Andrews street and Bienville-street sheds; total tonnage, 1300; supervision of S. R. Crawford; Massillon company's bid, \$63,554.99. (Recently mentioned.)

San Antonio, Texas.—Subway.—Galveston, Harrisburg & San Antonio Railway, A. V. Kellogg, engineer maintenance of way, Houston, Texas, reported to construct subway at San Antonio under its Walnut-street tracks.

Tallulah, La.—Drainage.—Fifth Louisiana Levee District Board, J. T. McClellan, president, is proceeding with preliminary arrangements for establishment of comprehensive drainage system; board has received from G. Otis Smith, director U. S. Geological Survey, Washington, D. C., contracts to be executed between Government and local authorities for complete survey of district, and representative of Geological Survey will visit district about June 4 for purpose of inaugurating work; in addition to free use of plant and instruments, department has allotted \$6700; Levee Board has appropriated \$15,000; parishes of East Carroll, Madison and Tensas have each given \$1250, and Concordia parish will probably appropriate \$1250, making local fund of \$20,000 available. (Mentioned in "Machinery Wanted.")

MISCELLANEOUS ENTERPRISES

Baltimore, Md.—Garage.—Michael Griffin, St. Paul and Center Sts., awarded contract to J. J. Walsh & Son, 1525 Maryland Ave., Baltimore, for erection of garage at Park Ave. and Howard St.; fireproof construction; 98x75 feet; brownstone and granite; marble trimmings; concrete foundation; slag roof; three stories; cost \$25,000; plans by Haskell & Barnes, 407 Wilson Bldg., Baltimore. (Recently mentioned.)

Baltimore, Md.—Land Improvement.—Frank Knecht, 1400 West Mt. Royal Ave., and John A. Knecht, 940 Harlem Ave., will develop 250 acres of land near Violetville; land will be graded, avenues and streets cut through and property divided into lots 50x175 feet; John A. Knecht will be manager.

Charleston, S. C.—Printing Plant.—Walker, Evans & Cogswell Company, 3 and 5 Broad St., will erect plant building two stories high, of mill construction; 25,000 square feet floor space; cost \$30,000; will install printing, lithographing, embossing and binding machinery to cost \$30,000; architects, Todd & Benson, Charleston. (See "Machinery Wanted.")

Chickasha, Okla.—Grain.—Moore Grain Co. incorporated with \$20,000 capital stock by F. E. Moore, V. Moore and J. H. Moore.

Columbia, S. C.—Garage.—E. A. Jenkins will erect garage, salesroom and repair shop; site 40x120 feet.

Enid, Okla.—Land Improvement.—Company organized by W. O. Cromwell, C. H. Hellsell, C. H. Porter and others has purchased and will develop 145 acres of land; plans to divide property into 50-foot lots.

Enid, Okla.—Land Improvement.—Northern Realty & Construction Co. incorporated with \$15,000 capital stock by Aaron S. Wright, John O'Brien, Roy F. Wright and George A. Kennedy.

Fayetteville, N. C.—Land Improvement.—Morgan Company incorporated with \$25,000 capital stock by R. H. Dye, C. K. Faucette and E. M. Morgan.

Fluvanna, Texas.—Hardware and Furniture.—Johnson Hardware & Furniture Co. incorporated with \$12,000 capital stock by G. H. Johnson, T. J. Herron and L. B. Herron.

Goree, Texas.—Grain Elevator.—Goree Grain & Elevator Co. incorporated with \$7000 capital stock by J. A. Russell, J. S. Russell and J. B. Wadlington.

Grand Prairie, Texas.—Land Improvement.—George D. Allen, St. Louis, Mo., has purchased 1700 acres of land near Grand Prairie and will develop as residential suburb; plans to expend \$300,000 for improvements, including grading, plotting of business and residential sections, water, electric-light and power plant, sewerage and construction of lake; new subdivision to be known as Daltworth.

Greensboro, N. C.—Amusement.—Lindley Park Amusement Co. incorporated with \$10,000 capital stock by J. I. Scales, Z. V. Taylor, both of Greensboro, and E. B. Coler, Brooklyn, N. Y.

Houston, Miss.—Brand-Lyles Hardware Co. incorporated with \$25,000 capital stock by R. F. Brand, J. L. Smith and others. (Recently incorrectly noted as of Houston, Texas.)

Indianola, Miss.—Publishing.—Enterprise Publishing Co. incorporated with \$5000 capital stock by A. P. Stubblefield, J. H. Baker and others.

Jackson, Miss.—Coal and Wood.—Klinker Coal & Wood Co. incorporated with \$5000 capital stock by E. A. Klinker, M. Tanner and others.

Joplin, Mo.—Steam Laundry.—American Laundry Co. incorporated with \$8000 capital stock by S. C. Reed, Myrtle Peck, Joe Walker and others.

Kansas City, Mo.—Printing.—Motor Car Printing Co. incorporated with \$3000 capital stock by J. E. Wittman, W. B. Brown, Helen T. Wittman and others.

Knoxville, Tenn.—Nursery.—Standard Nursery Co. incorporated with \$35,000 capital stock by N. W. Hale, W. P. Wilson, C. W. McCormick and S. J. Herrell.

Lexington, Ky.—Tobacco Redrier.—Central Kentucky Tobacco Warehouse Co. incorporated with \$60,000 capital stock by O. H. Chenault and others; will erect one-story structure; 100x240 feet; brick; to be leased to J. P. Taylor Company, Henderson, N. C., for redrying tobacco.

Lubbock, Texas.—Townsite.—South Plains Townsite & Investment Co. incorporated with \$50,000 capital stock by M. C. Overton, J. C. Robards and M. G. Abernathy.

Madill, Okla.—Publishing.—Marshall County Publishing Co. incorporated with \$8000 capital stock by W. J. Draper, Joseph L. Looney, W. J. Wells and others.

Mansfield, Ark.—Hardware.—Mansfield Hardware Co. incorporated with \$14,000 capital stock by A. E. Peer, A. T. Boothe, S. A. Farmer and A. M. Allen.

Memphis, Tenn.—Contracting.—Roberts Building Co. incorporated with \$35,000 capital stock by W. D. Roberts, D. A. Fisher, Ernest Parham and others.

Mobile, Ala.—Steam Laundry.—Glenn E. Aunsbaugh will establish steam laundry; cost of machinery, \$15,000.

New Orleans, La.—Farms.—Fairbury Farms Co. incorporated with \$200,000 capital stock; F. L. Churchill, president; I. W. Walton, Jr., secretary and treasurer.

Norman, Okla.—Legislature has inserted in deficiency bill \$25,000 for public printing plant for State University; Charles N. Haskell, Governor, Guthrie, Okla.

Oklahoma City, Okla.—Books.—Oklahoma Bible & Book Co. incorporated with \$75,000 capital stock by C. F. Parker, Ella I. Parker and G. J. Matthews.

Okmulgee, Okla.—Land Improvement.—Lake Park Land Co. incorporated with \$50,000 capital stock by J. M. Sims, W. S. Todd and others.

Quanah, Texas.—Steam Laundry.—R. W. Lot will be manager of steam laundry to be established; will erect building to cost \$1500.

San Jose, Texas.—Cemetery.—Mission Cemetery Co. incorporated with \$60,000 capital stock by W. H. Chambers, S. W. Rogers and T. T. Vanderheeven.

Savannah, Ga.—Urban Development Co. organized with Marcus S. Baker, president; C. E. G. Fell, vice-president; Victor G. Schreck, secretary and treasurer; will develop tract of land near Savannah; will install water mains and construct system of drainage; is arranging for erection of 10 dwellings.

Shipman, Miss.—Land Improvement.—Shipman Land & Improvement Co. incorporated with \$20,000 capital stock by T. W. Persons, E. E. Stewart, both of Shipman, and A. Yoomer, New Orleans, La.

Stevenson, Md.—Land Improvement.—H. Garrett Smith, Norfolk, Va., has purchased Litter-Louna property in Green Spring Valley and is organizing company to develop; planned to divide the property into 20 or 25-acre tracts; will construct roads, erect residences, etc.

St. Louis, Mo.—Sample Cards, etc.—Ideal Removable Sample Card & Reference Sheet Co. incorporated with \$50,000 capital stock by Francis X. Walsh, Peter J. Byrne and Gus V. R. Mechin.

St. Louis, Mo.—Steam Laundry.—Leader Laundry Co. incorporated with \$60,000 capital stock by Bernard T. Kearnes, George W. Burley and others.

St. Louis, Mo.—Steam Laundry.—Leader Laundry Co. incorporated with \$60,000 capital stock by Bernard T. Kearnes, George W. Burley, Mary Kearnes and Hattie A. Burley.

Suffolk, Va.—Peanut-pickers.—Virginia-Carolina Peanut Picker Co. incorporated with

\$10,000 capital stock; Lee Britt, president; J. T. Gray, vice-president; J. L. Gray, secretary and treasurer.

Tillar, Texas.—Mercantile.—Tillar Mercantile Co. incorporated with \$60,000 capital stock by A. C. Stanley, president; T. F. Tillar and R. H. Wolfe.

Tampa, Fla.—Land Improvement.—Home Building Co. incorporated with \$50,000 capital stock by John Savarese, M. L. Knight, A. H. Johnson and others.

MISCELLANEOUS MANUFACTURING PLANTS

Appalachia, Va.—Hardware.—Banner Hardware Co. incorporated with \$10,000 capital stock; J. C. Fuller, president; W. D. Fuller, vice-president; P. C. Banner, secretary and treasurer.

Arvonla, Va.—Slate Products.—Ferneliff Slate Co., Rochester, N. Y., will establish plant for manufacturing slate acid vats, structural and acid vats, etc. (See "Mining.")

Atlanta, Ga.—Baskets.—Bombayreed Manufacturing & Importing Co. organized by C. W. McClure; will take over Columbia (S. C.) plant; will manufacture woven jardiniere baskets, waste-paper baskets, etc.; office in Commerce Hall, Pryor St. and Edgewood Ave.; E. K. Ward, Columbia, S. C., will be manager.

Baltimore, Md.—Novelties.—Frederick Bergner, president Bergner & Co., Cross and Paca streets, has plans by Henry H. Geist, 413 King St., Baltimore, for erection of factory 44x76 feet; three stories; gas lighting; hand-power elevator; Acme Engineering & Construction Co., 413 West King St., Baltimore, contractor.

Baltimore, Md.—Artificial Silk.—Raymond M. Glacken, 211 N. Calvert St., is making chemical investigations for parties representing French manufacturers who contemplate building mill to manufacture artificial silk.

Baltimore, Md.—Brewery.—J. F. Wiessner & Son Brewing Co., Chase St. and Collington Ave., awarded contract to Louis F. Buddenbohn, 2313 Ashland Ave., for erection of addition to plant; two stories; red pressed brick; stone trimmings; concrete foundation; 15x35 feet; plans by A. Mason, 746 West Baltimore St., Baltimore.

Beaumont, Texas.—Dynamite.—Texas Dynamite Co. has increased capital stock from \$20,000 to \$60,000 and will increase capacity of plant.

Black Rock, Ark.—Buttons.—Harvey Chalmers & Son, Amsterdam, N. Y., will establish blank-button factory; will operate 70 button saws.

Cedartown, Ga.—Shade Attachment.—J. W. Brewer is organizing company with \$5000 capital stock to establish plant for manufacturing patented sanitary shade attachment.

Covington, Va.—Paper.—West Virginia Pulp & Paper Co. will erect addition to paper mill as reported lately; will construct four buildings, 75x175 feet, about 50 feet high; brick, steel and concrete; concrete foundations; will install two additional paper machines; J. R. Pirkey, Covington, in charge of construction work; F. G. Ten Broeck, engineer in charge, with company at main office, 200 Fifth avenue, New York.

Dallas, Texas.—White Metals.—Phillip Lipsitz is planning to establish white-metal plant; capacity, 4000 pounds daily; will manufacture solder, type metal, babbit and all other soft metals with lead or zinc base.

El Paso, Texas.—Electrical Supplies.—International Electric Supply Co. incorporated with \$25,000 capital stock by J. D. Campbell, J. E. Townsend, Max Weber and others.

El Reno, Okla.—Granite.—El Reno Granite Co., S. H. Horner, president, will erect plant at El Reno; 50x100 feet; fireproof.

El Reno, Okla.—Gas.—El Reno Gas & Electric Co. will install additional gas mains.

Gainesville, Fla.—Paper.—Kraft Paper Co. is being organized with B. F. Williamson, manager, to establish plant for manufacturing paper from Florida pine pulp as well as other by-products, such as tar, oil and turpentine.

Galveston, Texas.—Aeroplane.—International Aerial Navigation Co. organized with \$50,000,000 capital stock by J. W. Oman and others; has purchased 35 acres near San Antonio and will establish plant for manufacturing aeroplanes.

Glenova, W. Va.—Steel Fireproofing.—Steel Fireproofing Co. incorporated with \$200,000 capital stock by Frank Dickerson, Great Neck, N. Y.; Herbert E. Marks, Poughkeepsie, N. Y.; F. S. Dickerson, Pelham Manor, N. Y., and others; will establish plant for manufacturing steel fireproofing and other building material; first building to be erected will be 150x150 feet; brick.

Godwin, R. F. D. from Columbia, Tenn.—

Fertilizer.—Farmers' Fertilizer Co. incorporated with \$100,000 capital stock by William Rich, A. W. Lamar, T. R. Terrell and others, all of Nashville, Tenn.

Grafton, Va.—Gloves.—F. L. Losey will establish plant for manufacturing fabric gloves and mittens; capacity, 100 dozen pairs daily; offices, 150 Front street.

Greensboro, Ga.—Fertilizer.—Greensboro Fertilizer Co., recently reported incorporated, has organized with J. B. Williams president, E. C. Ponder vice-president and general manager, John T. Boswell secretary and treasurer; will erect structure 50x150 feet; plant capacity, 100 tons daily.

Hastings, Fla.—Starch.—M. E. Cunningham is contemplating establishment of starch factory.

Hertford, N. C.—Fertilizers.—W. N. Gregory is interested in establishment of fertilizer factory.

Houston, Texas.—Rice Mill.—Industrial Rice Milling Co. incorporated with \$60,000 capital stock by J. F. Wolters, Houston; J. J. Whitley, C. L. Dobbins, both of Eagle Lake, Texas, and others; will take over Houston Rice Milling Co., make improvements and install new machinery to cost \$20,000.

Houston, Texas.—Wax Figures.—Caesar Philamon contemplates establishment of plant for manufacturing wax figures; cost \$75,000.

Jacksonville, Fla.—Gas Plant.—Jacksonville Gas Co., H. B. Hoyt, manager, will erect plant with capacity of 1,000,000 cubic feet of gas; cost \$250,000; will have offices in Mutual Life Building; present plant, Main and Orange streets.

Kansas City, Mo.—Paper Boxes.—Pearson Paper Box Co. incorporated with \$12,000 capital stock by Thomas Pearson, L. H. Baker, G. V. Pearson and others.

Kansas City, Mo.—Factory.—Otto H. Hesse will erect factory building; 50x105 feet; three stories; cost \$10,000.

Llano, Texas.—Granite Plant.—J. F. Wells, Waco, Texas, will probably establish granite plant in Llano.

Louisville, Ky.—Candy.—Frank A. Mene Candy Co. has purchased plant of I. S. Morse & Co.; will increase output; H. A. Turner will be manager.

Luke, Mo.—Paper.—West Virginia Pulp & Paper Co., main office, 200 Fifth Ave., New York, will install natural gas for fuel in mill.

Mobile, Ala.—Cocoanut Products.—Jacob M. Freidman has purchased Edfa Produce Co., including lands, machinery, buildings, docks, etc.; will enlarge output.

Muskogee, Okla.—Refinery.—Muskogee Refining Co. incorporated with \$50,000 capital stock by J. W. Dowd, Chicago, Ill.; John F. Champion and Carl Pursal, both of Muskogee.

Muskogee, Okla.—Medicine.—Vulcan Pill Co. incorporated with \$25,000 capital stock by J. M. Givens, J. S. Givens and P. B. MacCoughtry.

Muskogee, Okla.—Supplies.—Muskogee Supply Co. incorporated with \$33,000 capital stock by P. L. Soper, Leo E. Bennett, J. F. Holden and others.

New Orleans, La.—Gas.—New Orleans Railways, Light & Power Co. will install 1,000,000-cubic-foot gasholder, to cost \$150,000, and lay mains in new residential section.

New Orleans, La.—Wall Board and Roofing.—Mastic Wall Board & Roofing Co., 3400 Gravier St., will rebuild plant reported burned; loss \$20,000.

New Orleans, La.—Electrical Manufacturing.—J. W. A. Richardson Company incorporated with \$10,000 capital stock by Joseph W. A. Richardson, Morris Marshall and Henry D. Richardson.

Newton, Miss.—Chemicals.—Newton Chemical Co. incorporated with \$50,000 capital stock by J. M. Harrison, T. V. Calvin and others.

Norfolk, Va.—Soda and Seltzer.—New York Soda & Seltzer Manufacturing Co. incorporated with \$5000 capital stock; Louis Weinfeld, president; Philip Weinfeld, secretary.

Norfolk, Va.—Cutlery.—Hampton Roads Cutlery Co., recently reported incorporated, has organized with \$150,000 capital stock; C. T. Alexander, president and treasurer; M. L. Baker, vice-president; R. H. Riddleberger, secretary; W. N. Kenyon, manager; will erect plant.

Oklahoma City, Okla.—Shoes.—Piersol Shoe Co. incorporated with \$25,000 capital stock by Geo. W. Piersol, J. H. Piersol, Eleanor Piersol and Charles Mahr.

Orlando, Fla.—Turpentine Distillery.—John M. Cheney will establish plant at water-works for distillation of turpentine from wood used as fuel for the works.

Paducah, Ky.—Buttons.—A. Tomlinson, representing New York button manufacturers, contemplates establishment of button factory; address care of Commercial Club, Paducah.

Port Lavaca, Texas.—Brooms.—T. F. Hill is organizing company to establish broom factory, to cost \$3000.

Quanah, Texas.—Overalls, Jumpers, etc.—C. E. Tolin and others will establish overall factory.

Sallisaw, Okla.—Device.—H. E. Device Co. incorporated with \$5000 capital stock by Harvey English, Sallisaw, and Clem C. Morton, Long, Okla.

Shreveport, La.—Glass.—Franklin Construction Co., St. Louis, Mo., will, it is reported, establish glass factory in Shreveport; propose to organize company with \$100,000 capital stock.

St. Joseph, Mo.—Specialties.—Western Specialty Co. incorporated with \$250,000 capital stock by T. O. Jackson, James B. O'Connor, Jesse I. Roberts and others.

St. Louis, Mo.—Burial Tombs.—St. Louis Burial Tomb Co. incorporated with \$5000 capital stock by George W. Fisher, Fannie Fisher and Marie G. Fisher.

St. Louis, Mo.—Glue.—Tamm Bros. Glue Co. incorporated with \$60,000 capital stock by Max Tamm, Helen Tamm and Julia Settemaier.

Texarkana, Ark.—Bakery.—Kline Bakery incorporated with \$12,000 capital stock; John P. Kline, president; George Lansdale, secretary and treasurer; will continue established enterprise.

Texarkana, Ark.—Bakery.—John P. Kline Bakery Co. incorporated with \$12,000 capital stock by George Lansdale, Charles Burgess, Ervil Platz and John P. Kline.

Tulsa, Okla.—Ice Cream.—Thompson Ice Cream Co. has increased capital stock from \$20,000 to \$30,000.

Weatherford, Texas.—Buggies.—Wrought-Iron Buggy Co. incorporated with \$5000 capital stock by Lee Christian, J. M. Maxwell and Alf. Irby.

RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Arcadia, Fla.—Charlotte Harbor & Northern Railway reported to build machine shops at Arcadia; E. C. Bagwell, superintendent, Hull, Fla., preparing plans and specifications.

Clarksdale, Miss.—Yazoo & Mississippi Valley Railroad, W. S. King, general superintendent, Memphis, Tenn., reported to build roundhouse and repair shop.

Meridian, Miss.—Queen & Crescent Route, H. E. Warrington, chief engineer, Cincinnati, Ohio, will, it is reported, erect roundhouse to contain 48 stalls; concrete foundation completed.

ROAD AND STREET IMPROVEMENTS

Aiken, S. C.—Aiken county reported to extend Carolina Heights boulevard to Edgefield county line, distance of three miles. Address County Commissioners.

Ardmore, Okla.—Morgan township of Carter county will vote on issuance of \$40,000 of bonds for road improvements, bridges, culverts, etc. Address County Commissioners.

Augusta, Ga.—Carolina Heights Boulevard Association, W. B. Brigham, president, 934 Walker street, awarded contract for construction of Carolina Heights boulevard, to extend from Center-street bridge three miles to intersection with Augusta-Aiken boulevard; cost \$5000; understood that Aiken county, S. C., will extend boulevard to Edgefield county line, distance of three additional miles, making total length six miles.

Baltimore, Md.—Board of managers Maryland State Sanatorium, 406 Equitable Bldg., will grade and macadamize 3500 feet of Sanatorium road between county road and Sanatorium buildings; bids to be opened June 10; Samuel K. Dennis, secretary of board. (See "Machinery Wanted.")

Baltimore, Md.—State Roads Commission, John M. Tucker, chairman, Union Trust Bldg., will open bids June 11 for construction of 19 miles of road in Allegany, Garrett, Prince George's and Harford counties. (See "Machinery Wanted.")

Birmingham, Ala.—Bids opened May 31 for construction of two miles of Blue Creek road and one and one-quarter miles of Mountaintop Spring road; approaches for bridge over Black Creek near Arcadia; certified check, \$200. For further information address J. W. Gwin, County Engineer, 103 Court-house.

Chandler, Okla.—J. A. Wilkins of Chandler has been engaged as engineer and is making

surveys in Road District No. 1 preparatory to construction of road 35 miles long; \$100,000 bond issue voted; details as to cost, character of surfacing and date of letting contract have not been determined; George F. Clark, Wellston, Okla., is chairman Board of County Commissioners. (Recently mentioned.)

De Funak Springs, Fla.—City defeated \$3000 bond issue for street and park improvements. Address The Mayor. (Previously mentioned.)

East Lake, Ala.—City will construct 33,000 square yards chert macadam pavement, 3300 square yards cement sidewalk, 33,700 linear feet combined curb and gutter, inlets, drains, etc.; bids to be opened June 12; T. E. Huey, City Engineer. (See "Machinery Wanted.")

Fort Worth, Texas.—Tarrant county is considering issuance of \$1,000,000 of bonds for road improvements. Address County Commissioners.

Goldshoro, N. C.—City will vote June 14 on issuance of \$150,000 of bonds for street and sidewalk improvements. Address The Mayor.

Hayre de Grace, Md.—City will grade and pave 23,000 square yards of street; bids to be opened June 15; Murray Vandiver, chairman Street Improvement Commission. (See "Machinery Wanted.")

Hinton, W. Va.—City voted \$25,000 additional bond issue for street paving; total expenditure about \$75,000; S. B. Hamer, Mayor. (Recently mentioned.)

Kansas City, Mo.—Jackson County Court opened bids to grade Grandview and Belton road and for macadamizing road from Grandview to Cass county line; James O'Connor lowest bidder for grading and C. W. Dobbins for macadamizing; both contractors of Kansas City.

Kaufman, Texas.—Kaufman county will vote June 12 on issuance of \$225,000 of bonds for road improvements. Address County Commissioners.

Kenova, W. Va.—City has voted issuance of \$40,000 of bonds for paving two miles of street; brick; cement curb and gutter; M. W. Venable, Charleston, W. Va., in charge of preliminary work. (City lately mentioned as to vote on issuance.)

Kernersville, N. C.—City has received authority from Legislature to issue \$15,000 of bonds for macadamizing streets and paving sidewalks with concrete. Address The Mayor.

Knoxville, Tenn.—City Council awarded contract for 8.3 miles of street paving as follows: Barber Asphalt Paving Co., Philadelphia, Pa., for 59 blocks of asphalt paving; R. S. Blome Company, Chicago, Ill., for 31 blocks granitoid paving; Southern Paving & Construction Co., Chattanooga, Tenn., for six blocks brick paving; Grant-Matthews Company, Birmingham, Ala., for six blocks brick paving; S. P. Condon of Knoxville for one block of tar and macadam. (Recently mentioned.)

Lafayette, Ga.—Walker county will vote in August on issuance of \$100,000 road bonds. Address County Commissioners.

Lawton, Okla.—City awarded contract to Charles H. Shaw, Muskogee, Okla., for five-mile extension of street paving with natural-rock asphalt; cost \$240,551.

Macon, Ga.—City will vote June 26 on issuance of \$100,000 of bonds for paving, curbing and other improvements to streets; A. L. Miller, Mayor. (Recently mentioned.)

Montgomery, Ala.—Montgomery county will grade and gravel Union Academy and Ada roads, about 27,000 cubic yards earth excavation and 7500 cubic yards gravel surfacing. J. T. Bullen, county engineer. (See "Machinery Wanted.")

Muskogee, Okla.—Muskogee county will vote on issuance of \$450,000 of bonds for road and bridge improvement and erection of courthouse. Address County Commissioners.

New Orleans, La.—Barber Asphalt Paving Co., Louisville, Ky., and Philadelphia, Pa., is lowest bidder for entire Carrollton avenue paving contract; distance four miles; cost about \$500,000; W. J. Hardee, City Engineer. (Recently mentioned.)

Norfolk, Va.—Seventh Ward Improvement Board will pave 34th street distance of 10,330 square yards with some smooth pavement; 4800 linear feet curbing; bids will be opened June 10; J. D. Hank, Jr., secretary Local Board. (See "Machinery Wanted.")

Oklahoma City, Okla.—City contemplates raising Pennsylvania avenue above high-water level and constructing bridges across Canadian River; City Engineer Burke estimates cost at \$25,000.

Orange, Va.—Board of Supervisors of Orange County decided to petition Judge D. A. Grimsley to order election to vote on is-

suance of \$25,000 of bonds for completion of macadam roads in Madison district.

Richmond, Va.—Henrico county awarded contract to W. P. Vetch & Co. of Richmond for construction of gravel road from Seven Pines to National Cemetery at \$8224.80.

Richmond, Va.—Bids opened at office of Charles E. Bolling, City Engineer, May 28 for paving with granite spalls roadbeds of certain streets and alleys; paving with bricks certain sidewalks; certain granolithic curbs and gutters; constructing certain sewers and furnishing cement in barrels for same.

Richmond, Va.—Bids will be opened June 10 for construction of two and one-half miles of macadam road at Paeonian Springs, Loudoun county; S. St. J. Wilson, State Highway Commissioner, Richmond. (See "Machinery Wanted.")

Roanoke, Va.—Council's Joint Committee on Finance recommended issuance of \$200,000 of bonds, proceeds to be used as follows: Streets, \$300,000; sewers, \$50,000; fire and water, for building and equipping station, \$15,000; city market, \$100,000; municipal building, site, police station and jail, \$335,000; E. B. Spencer, chairman Board of Aldermen, is member of committee.

Rockville, Md.—Montgomery county will grade and macadamize one mile of Redland road, between Derwood and Mt. Zion, and one mile of Poolesville road between Barnesville and Poolesville; bids to be opened June 11; Robert G. Hilton, clerk County Commissioners. (See "Machinery Wanted.")

Ryan, Okla.—City will construct 30 blocks of concrete sidewalks in residence section of city. Address The Mayor.

Shelby, N. C.—No. 6 township, including Shelby, voted to issue \$100,000 of bonds for road improvements. Address County Commissioners.

Sumterville, Fla.—Sumter county awarded contract for construction of 30 miles of road. Address County Commissioners.

Tampa, Fla.—City awarded contract, as lately reported, to W. A. Cook, Washington St. and Florida Ave.; contract calls for three-quarters of a mile vitrified brick paving, costing about \$2500; plans by and work in charge of Geo. Fuchs, Hillsborough, County Engineer.

Wapanucke, Okla.—City will lay cement sidewalks on Main and 6th streets and Choctaw avenue; expenditure \$10,000. Address The Mayor.

West Point, Miss.—City voted bond issue for construction of concrete sidewalks. Address The Mayor.

SEWER CONSTRUCTION

Baltimore, Md.—Park Heights Development Co., 301 St. Paul St., plans construction of sewage-disposal plant for Arlington and vicinity.

Charleston, S. C.—City will vote June 29 on issuance of \$400,000 of bonds for completion of sewer system. J. H. Dingle, City Engineer.

Chattanooga, Tenn.—City will vote June 24 on issuance of \$100,000 of bonds for construction of South Chattanooga cross-town sewer and \$25,000 for small sewers in various parts of city; Robert Hooke, City Engineer.

College Park, Ga.—City is considering issuance of \$50,000 of bonds for construction of water-works and sewer system; P. H. Norcross of Solomon & Norcross, engineers, Atlanta, Ga., submitted preliminary report as to cost, etc. J. B. Webb is interested.

Corpus Christi, Texas.—City engaged J. W. Maxcy & Co., Houston, Texas, to make survey and supervise construction of sewer system.

De Funak Springs, Fla.—City voted \$8000 of sewer bonds. Address The Mayor. (Previously mentioned.)

Edenton, N. C.—City is considering construction of sewer system and wants to correspond with sanitary engineers relative to same; E. B. Conger, Mayor. (See "Machinery Wanted.")

Ensley, Ala.—City will open bids June 10 for construction of Avenue H 7-0 circular concrete storm sewer. V. E. Ohl, City Engineer. (See "Machinery Wanted.")

Fort St. Philip, La.—Constructing Quartermaster's Department, New Orleans, La., will prepare plans and specifications for complete sewer and water system. (See "Water-works.")

Jacksboro, Texas.—City will vote on issuance of bonds for sewer construction. Address The Mayor.

Knoxville, Tenn.—Long & Price of Knoxville have contract to construct sanitary sewer on Thompson street. (Recently mentioned.)

Louisville, Ky.—City will open bids June

18 for construction of Section "C-2" of Beargrass Interceptor, contract No. 41, and June 25 for Section "A" of Northwestern sewer, contract No. 42 of comprehensive system of sewerage; W. C. Nones, chairman Commissioners of Sewerage; J. B. F. Breed, chief engineer. (See "Machinery Wanted.")

Louisville, Ky.—City will open bids July 2 for construction of 34th street outlet sewer, contract No. 44. W. C. Nones, chairman Board of Sewerage Commissioners, Equitable Bldg. (See "Machinery Wanted.")

Macon, Ga.—City will vote June 26 on issuance of \$100,000 of bonds for extension of sanitary sewer system; A. L. Miller, Mayor. (Recently mentioned.)

Neosho, Mo.—City will construct sewer system to cost \$40,000. E. L. Turner, City Clerk. John M. Sherwood of Neosho is engineer.

Paragould, Ark.—City contemplates soon beginning construction of proposed sewer system, for which \$35,900 worth of sewer bonds are available. Address The Mayor.

Roanoke, Va.—City is considering issuance of \$50,000 of bonds for sewer construction; E. B. Spencer, chairman Board of Aldermen. (See "Road and Street Improvements.")

Savannah, Ga.—City will vote June 29 on issuance of \$350,000 of bonds for extension and completion of sewer system; Abe S. Guckenheimer, acting Mayor.

Seymour, Texas.—City has voted bonds for construction of sewer system; election previously mentioned was illegal. Address The Mayor.

St. Elmo, Tenn.—Legislature has authorized issuance of \$25,000 of sewer bonds. Address The Mayor.

TELEPHONE SYSTEMS

Decatur, Ala.—American Telephone & Telegraph Co. is arranging to construct telephone line in Moulton Valley section, 15 miles long.

Hendersonville, N. C.—Southern Bell Telephone & Telegraph Co., main office Atlanta, Ga., will install new equipment; exterior equipment consisting of about 35,000 feet of cables to cost \$3000.

Hollister, Okla.—Hollister Mutual Telephone Co. incorporated with \$5000 capital stock by J. W. Farrington, C. A. Nider, G. O. Winningham and others.

Jackson, Miss.—Mississippi Home Telephone Co., Geo. C. Gember, president, will erect telephone exchange; fireproof; cost \$5000; C. B. Luck, Jackson, engineer in charge. (Lately mentioned. See "Machinery Wanted.")

La Ward, Texas.—Bay Telephone Co. incorporated by L. N. Mitchell, L. Ward and A. C. Joines.

Leesburg, Va.—Leesburg Telephone Co. has taken over Old Dominion Telephone Co., Wheatland, Va., and Farmers' Telephone Co., Waterford, Va.; plans to rebuild entire plant, installing new switchboards in various central offices, erect new trunk lines between important points and furnish metallic service equipment; has acquired line between Leesburg & Aldie, which is being rebuilt and will be equipped with copper metallic circuit; also taken over Herndon & Leesburg Telephone Co., and after July 1 entire system will be operated under one management.

Laredo, Texas.—S. G. Smith, San Diego, Texas, is organizing company with \$12,000 capital stock to establish telephone system between Laredo and San Diego and Laredo and Corpus Christi.

Oklahoma City, Okla.—American Telephone & Telegraph Co., H. C. Wilson, New York, general superintendent, will construct circuit over Santa Fe line from Denison or Gainesville, Texas, to Newton, Kans., via Oklahoma City; cost of improvements, \$500,000.

Prentiss, Miss.—E. L. Gressitt, Meridian, Miss., is organizing company to establish telephone system.

Union City, Tenn.—Obion County Telephone Co. organized by J. C. Burdick, W. R. Andrews and others; to establish telephone system.

TEXTILE MILLS

Abbeville, Ala.—Abbeville Power & Manufacturing Co., care of J. L. Polard, contemplates building 20,000-spindle mill. (Mentioned last week.)

Anliston, Ala.—Yarns.—Adelaide Mills awarded contract to C. J. Houser & Co., Anliston, for erection of addition reported last week; 75 feet long; will increase to 10,000 spindles; present equipment, 5168 ring spindles.

Charlotte, N. C.—Sheetings, etc.—Chadwick-Hoskins Company expects to install more automatic looms.

Easton, Ga.—Sheetings, etc.—Imperial Cotton Mills incorporated with capital stock

of \$150,000 by John W. Cannon, Concord, N. C., and associates; acquires and will improve Middle Georgia Cotton Mills; equipment 6000 spindles, 200 looms, etc.

Fredericksburg, Va.—Woolen Cloth.—Melville Woolen Co. awarded contract for erection of two-story 68x100-foot addition, and will install four sets cards, with accompanying machinery.

Gaffney, S. C.—Chain Warps, etc.—Globe Manufacturing Co. awarded contract to Curry & Spurgeon, Gaffney, for erection of addition reported in May; has increased capital stock from \$75,000 to \$200,000, and will double plant; present equipment, 4000 ring spindles.

Headland, Ala.—Abbeville Power & Manufacturing Co., care of J. L. Polard, Abbeville, Ala., contemplates building 20,000-spindle mill.

Lagrange, Ga.—Unity Cotton Mills will build 54x104-foot extension as lately reported; has awarded contract; this is in addition to No. 2 mill previously detailed.

Laurens, S. C.—Shirtings, etc.—Laurens Cotton Mills will build 80-foot extension to present building; awarded contract to Gallivan Building Co., Greenville, S. C.; mill now has 44,832 ring spindles, 1208 looms, etc.

Lincolnton, N. C.—Edgar Love has engaged Stuart W. Cramer, Charlotte, N. C., to engineer construction and completion of cotton mill reported recently; awarded contract to W. W. Motz, Charlotte, to erect 30 operatives' cottages.

Marion, N. C.—Sheetings.—Marion Manufacturing Co. has awarded all contracts for machinery; reported last month as awarding contract for buildings, etc.; will operate 12,500-ring spindles, 300 looms, etc.

Monroe, N. C.—Yarns.—Icemorlee Cotton Mills Co. has, it is reported, decided to build 5000-spindle addition mentioned in March.

Paducah, Ky.—Hosiery.—Phillips-Lack Hosiery Mills contracted for additional machinery costing \$12,000.

Rockingham, N. C.—Yarn.—Hannah Pickett Mills will issue bonds for \$70,000 to build addition; present equipment 10,000 ring spindles.

Rockwood, Tenn.—Hosiery.—Rockwood Mills will increase capital stock by \$25,000 and build 60x200-foot addition; will install machinery, increasing daily output to 1000 dozen pairs hosiery.

Rutherfordton, N. C.—Yarn.—Levi Cotton Mills Co. will, it is reported, double plant; present equipment, 6480 spindles.

WATER-WORKS

Atlanta, Texas.—City has appointed Messrs. Fountain & Shaw (Fountain & Shaw Engineering Co.), Houston, Texas, as engineers for water-works system. (City lately noted issuing \$15,000 bonds.)

Bowling Green, Ky.—City awarded contract to Roberts Manufacturing Co., Philadelphia, Pa., to construct 3,000,000-gallon filter plant of mechanical pressure type for city water-works system costing \$10,000; Granberry Jackson, consulting engineer, Mt. Pleasant, Tenn. (Recently noted.)

Brady, Texas.—Brady Water & Light Co. will construct reservoir.

Carmen, Okla.—City will open bids June 21 for purchase of material necessary in construction of water-works, including cast-iron pipe, hydrants and valves, pumping machinery and boilers; city lately noted voting \$30,000 bonds; O'Neil Engineering Co., Dallas, Texas, in charge. (See "Machinery Wanted.")

Cleveland, Tenn.—Water-works Commissioners will extend mains and improve pumping station; will install triplex pumps, 10 by 12 inches, to be motor-driven with 60-horsepower three-phase alternating current motor. (See "Machinery Wanted.")

College Park, Ga.—City is considering issuance of \$50,000 of bonds for construction of water-works and sewer system; P. H. Norcross of Solomon & Norcross, engineers, Atlanta, Ga., submitted preliminary report as to cost, etc. J. B. Webb is interested.

Corpus Christi, Texas.—City engaged J. W. Maxcy & Co., engineers, Houston, Texas, to supervise extension of water mains; city recently mentioned to vote on issuance of \$90,000 of bonds.

De Funiak Springs, Fla.—City voted issuance of \$12,000 water-works bonds. Address The Mayor. (Previously mentioned.)

Fort Hunt, Va.—Bids will be opened June 16 for construction of pumphouse and 200,000-gallon reservoir, including pumping machinery, dynamo, etc.; H. L. Pettus, Constructing Quartermaster, Washington, Takoma Substation, D. C. (See "Machinery Wanted.")

Fort St. Philip, La.—Constructing Quar-

termaster's Department, New Orleans, La., has been instructed to prepare plans and specifications and advertise for installation of complete water and sewerage system at Fort St. Philip; plant will include 100,000-gallon settling basin, 60,000-gallon steel tank mounted on steel tower and all necessary pumps, pumphouses, plugs and pipes.

Gordon, Texas.—City voted water-works bonds. Address The Mayor.

Graham, W. Va.—City will improve water-works. Address The Mayor.

Grand Prairie, Texas.—George D. Allen, St. Louis, Mo., will construct water-works in connection with development of residential suburb near Grand Prairie. (See "Miscellaneous Enterprises.")

Houston, Texas.—City awarded contract to Horton & Horton of Houston at 44 cents per linear foot to complete Walker-street water main from Main street to water plant.

Jacksboro, Texas.—City has engaged John B. Hawley, Fort Worth, Texas, to make surveys and estimates for water-works system; will construct dam at Rumble Springs; will hold bond election.

Mounds, Okla.—City will vote June 1 on issuance of \$20,000 bonds for water-works. Address The Mayor.

Newport, Tenn.—Major R. E. Harwood, Knoxville, Tenn., has made surveys for proposed water-works at Newport; reservoir with capacity of 305,000 gallons will be constructed on English Mountain, from which water will be piped to city, distance of three miles.

Seymour, Texas.—City voted bond issue for construction of water-works; election noted in March was illegal. Address The Mayor.

Strawn, Texas.—Company organized with J. H. Housley president and Louis Strawn secretary-treasurer to build water-works; contract awarded to J. D. Enness of Strawn to drill well, 12x12 feet.

Swainsboro, Ga.—Jesse Thompson submitted proposition to construct water-works.

Waco, Texas.—Rotan Water & Light Co. incorporated with \$10,000 capital stock by C. Hamilton, E. Rotan and C. H. Sherman.

Wapanucke, Okla.—City has engaged engineer of Oklahoma City to prepare plans for water-works and electric-light plant; will vote on issuance of \$60,000 of bonds. Address The Mayor.

WOODWORKING PLANTS

Chickasha, Okla.—Lea Electric Planing Mill will increase capital stock \$25,000 to increase capacity of plant.

Denham Springs, La.—Oars, Handles, Boxes, etc.—J. J. Berlihy, Bay St. Louis, Miss., has purchased James Benton's interest in Benton & Brown's oar and handle factory and will install additional machinery for manufacturing boxes and crates.

Eldorado, Ark.—Staves.—Newport Stave Co., Peoria, Ill., will establish plant at Eldorado.

Florence, Ala.—Wood Columns.—Florence Column Co., H. McVey Moore, president, will install plant for manufacturing Colonial columns; daily capacity 300.

Guthrie, Okla.—School and Office Furniture.—Guthrie School and Office Furniture Manufacturing Co., H. W. Van Fleet, manager, recently reported incorporated with \$100,000 capital stock, will erect brick plant; mill construction; cost \$15,000.

Laredo, Texas.—Crates.—John F. Butcher, Pontiac, Mich., is reported as planning to establish \$100,000 crate factory.

Morristown, Tenn.—Chairs.—Johnson Chair Co. (J. E. Johnson) has plans by J. F. Waddell, Morristown, for erection of chair plant; 55x100 feet; two stories; mill construction; frame; plant to have daily capacity of 300 chairs; cost of plant \$3000; cost of machinery \$3000.

Pinebur, Miss.—Walworth & Neville Manufacturing Co. will rebuild plant damaged by fire, as lately reported; will replace electric-light plant, boiler-house, machine shop, blacksmith shop, etc.; also has offices in Heyworth Building, Chicago, Ill. (See "Machinery Wanted.")

Shreveport, La.—Coffins, Tables, etc.—M. A. Hayden Manufacturing Co. incorporated by M. A. Hayden and others. (See "Lumber-manufacturing Plants.")

Tallahassee, Fla.—Baskets and Crates.—J. T. Sweatt and associates plan establishment of veneer basket and crate factory. (See "Machinery Wanted.")

BURNED

Bonham, Texas.—Mrs. O. B. Phillips' residence; loss \$500.

Canton, Ga.—Roller flour mill and ginny

at Gober, owned by James Quarles, Gober, and Gus Coggins, Canton.

Charlotte, N. C.—A. C. Flite's store in Dilworth; building owned by Sam Stowe; loss on building \$5000.

Conyers, Ga.—Crown Bottling Works' plant; loss \$3500.

Eminence, Ky.—Drennon Springs Hotel.

Fayetteville, N. C.—Thomas Ward's plow factory and foundry; loss several thousand dollars.

Flora, Miss.—J. R. Anderson's cotton gin.

Gainesville, Texas.—Cooke county courthouse; loss \$50,000. Address County Commissioners.

Higginsville, Mo.—Eagle Mill & Elevator Co.'s plant; loss \$40,000.

Logansport, La.—Logansport Lumber Co.'s drykiln.

Louisville, Ky.—Packing and slaughter-houses of F. E. Schoeffel and E. E. Beck; loss \$12,000.

Lynchburg, Va.—Lounges.—Lynchburg Lounge Co.'s plant damaged.

Milford, Texas.—Hotel Resort; McDaniel Bros., owners; loss \$12,000.

New Orleans, La.—Mastic Wall Board & Roofing Co.'s plant at 3400 Gravier street; loss \$20,000.

Newton, Miss.—Newton Oil & Manufacturing Co.'s cotton gin; loss \$4000.

Okmulgee, Okla.—Okmulgee Gin Co.'s plant damaged; loss \$3000.

Okmulgee, Okla.—Okmulgee Gin Co.'s plant damaged; loss \$3000.

Quitman County, Ga.—Sawmill owned and operated by Henry Perkins, Eufaula, Ala.; loss several thousand dollars.

Texarkana, Ark.—Harry L. Hunter's residence; loss \$4000.

DAMAGED BY EXPLOSION

Sayreton, Ala.—Jefferson Powder Co.'s nitroglycerin plant; loss \$15,000.

DAMAGED BY FLOOD

Salisbury, Md.—Dam breast of Lake Humphreys damaged, destroying bridges and water-front property. Address The Mayor.

BUILDING NOTES

APARTMENT-HOUSES

Beaumont, Texas.—J. J. Nathan is having plans prepared for apartment-house; brick; 45x150 feet; two stories; 10 apartments of four rooms each, five to each floor; cost \$20,000.

Chattanooga, Tenn.—John C. and Charles W. Twinam accepted plans by J. G. Barnwell of Chattanooga for proposed apartment-house; three stories and basement; 66x100 feet; pressed brick; stone trimmings; 12 apartments, six five-room apartments and six four-room apartments; each apartment to be surrounded by brick wall and contain bathroom, private balcony, etc.; halls and bathrooms to have tile flooring; steam heat; electric lighting; cost \$26,000.

Chattanooga, Tenn.—Julius Bukofser, 615 East 4th St., awarded contract through Chas. E. Bearden, Chamberlain Bldg., Chattanooga, to Wilbur M. Johnson, 502 East 4th St., Chattanooga, for erection of \$16,000 apartment-house; nine apartments; two stories; brick; composition roof; hard pine interior finish; cement tile porches; cabinet mantels; some of apartments heated by hot-air furnaces; contract does not include foundations, contract for which was recently reported awarded to Chickamauga Quarry & Construction Co., James Bldg., Chattanooga. (Previously reported.)

Houston, Texas.—Jones & Tabor of Houston prepared plans and specifications for proposed Archer Apartment-house; brick; each floor to have four apartments, containing four rooms and bath; speaking-tubes; roof garden.

Parkersburg, W. Va.—S. R. Cunningham & Co., Gallipolis, Ohio, purchased site, it is reported, on which to erect apartment buildings.

Richmond, Va.—Gresham Court Apartment-House Co., W. L. Carneal, president, awarded contract to W. A. Chesterman of Richmond to erect apartment-house; eight stories; reinforced concrete; exterior of terra-cotta and brick; fireproof; contain 24 housekeeping apartments and 13 bachelor apartments; individual vacuum-cleaning devices in each apartment; telephone system connecting practically every room; mail chute in main

corridor; cost \$175,000; plans by Carneal & Johnson of Richmond. (Recently mentioned.)

BANK AND OFFICE BUILDINGS

Athens, Ala.—George F. Barger & Co., Knoxville, Tenn., are preparing plans for addition to bank in Athens.

Atkins, Ark.—Bank of Atkins, E. A. Darr, president, will erect two-story bank building.

Austin, Texas.—Austin National Bank awarded contract to Fischer & Lambie, Austin, to erect bank and office building; steel frame; four stories; frontage 50 feet; private steam-heating plant; automatic elevator; cost \$60,000. (Previously mentioned.)

Baton Rouge, La.—Louisiana State Bank is considering plans and specifications for proposed bank and office building; seven stories; stone.

Bay City, Texas.—First National Bank will erect office building, as lately stated, 25 by 75 feet; two stories; cost \$10,000; architects, C. H. Page & Bro., Austin, Texas; contractor, A. L. Jackson, Bay City.

Bay, Ark.—Bank of Bay, J. E. Crawford, president, will erect bank building.

Birmingham, Ala.—T. C. Cairns will erect two-story brick office building at Five Points.

Bristow, Okla.—Farmers' State Bank awarded contract to J. F. Adamson, Hartford City, Ind., and Tulsa, Okla., for erection of bank and office building; brick; stone trimmings; 25x100 feet; reinforced concrete floors; fireproof; stoves; gas and electric lights; cost \$11,500; plans by J. J. Glandfield, Tulsa, Okla.

Charleston, W. Va.—National City Bank awarded contract to Moore Construction Co. of Charleston to erect bank and office building; eight stories; reinforced concrete; 22x32 feet; fireproof concrete construction; steam heat; electric and gas lighting; elevators; cost \$50,000; plans by Mills & Pruitt, Columbus, Ohio. (Recently mentioned.)

Concord, N. C.—Citizens' Bank & Trust Co. will erect bank building.

Dover, Ark.—Bank of Dover awarded contract to C. B. Wilson of Dover to erect bank building.

Fairmont, W. Va.—J. E. Watson plans construction of eight-story office building costing \$350,000.

Frederick, Md.—First National Bank and Central National Bank have consolidated. First National Bank building will be remodeled and enlarged.

Gerster, Mo.—Bank of Gerster, F. S. Johnson, director, will erect bank building.

Jackson, Ga.—A. H. and J. B. Carmichael will erect store and office building; brick; 50x100 feet; one or two stories.

Leesburg, Va.—Merchants & Farmers' Savings Bank & Trust Co. will erect bank building. Robert N. Harper, president American National Bank of Washington, D. C., 1315-1317 F St. N. W., Washington, is president.

Memphis, Tenn.—J. A. Evans awarded contract to Henry Moseley of Memphis to erect billiard hall and office building; two stories and basement; brick; 25 office rooms above; cost \$25,000; plans by A. A. Chighizola of Memphis.

Meridian, Miss.—First National Bank has had plans prepared by Fred J. Shaw of Meridian to remodel bank building; interior of marble; cost between \$10,000 and \$30,000.

Middlesboro, Ky.—First State Bank (A. S. Smith and others) awarded contract for erection of two-story brick bank building.

Norfolk, Va.—Ferguson & Calrow of Norfolk are completing plans and specifications for Norfolk National Bank's building, estimated to cost between \$75,000 and \$100,000; expect to be ready for contractors within 10 days. (Previously mentioned.)

Port Lavaca, Texas.—State Bank & Trust Co., M. S. Mahon, president, will erect bank building.

Prestonsburg, Ky.—First National Bank will erect bank building; cement foundation; brick superstructure; two stories.

Ridgeway, Va.—Bank of Ridgeway, C. L. Knight, director, will erect bank building.

San Marcos, Texas.—First National Bank opens bids May 31 for erection of bank building; three stories; lower stories of granite and upper of pressed brick; ordinary construction; steam heat; electric lighting; cost \$16,000; plans by A. O. Watson, Austin, Texas. (Recently mentioned.)

St. Joseph, Mo.—German-American Bank will erect bank and office building to cost \$1,000,000.

Sycamore, Ga.—Bank of Sycamore, W. D. Fountain, president, will erect bank building.

Tuscaloosa, Ala.—S. F. Alston awarded contract to Carson & Titherow, Birmingham, Ala., to erect office building recently men-

tioned; six stories; 40x77 feet; reinforced concrete, with pressed-brick facings and terra-cotta trimmings; steam heat; electric lighting; electric elevators; cost \$50,000; plans by H. D. Breeding, Birmingham, Ala.

Washington, D. C.—Southern Building Corporation incorporated with \$900,000 capital stock; F. T. Schneider, president, Bond Bldg., Washington; J. M. Parker, vice-president, New Orleans, La.; J. M. Baker, secretary, 627 L St. S. W., Washington; plans to erect office building; 150x140 feet; 10 stories; fireproof; electric elevator; steam heat; cost \$1,000,000; plans by F. T. Schneider, The Cairo, Washington.

Water Valley, Miss.—People's Bank (late organized) will erect bank building.

CHURCHES

Athens, Tenn.—Congregation of which Rev. B. M. Martin is pastor will erect edifice.

Baltimore, Md.—Contractors estimating on erection of chapel and lodge-house for Hebrew Friendship Cemetery include Charles L. Stockhausen, 4 Marine Bank Bldg.; M. C. Davis, 5 Hopkins Pl.; David M. Andrew Company, Mt. Vernon Ave. and 28th St.; Morrow Bros., 218 West Saratoga St.; George A. Blake, 301 Law Bldg., and John F. Kunkel, 413 King St., all of Baltimore; bids to be opened June 3; Theodore W. Pietsch, American Bldg., Baltimore, architect; estimated cost, \$10,000. (Further facts recently mentioned.)

Brownsville, Texas.—M. E. Church South awarded contract to Crosby & Fleming, Lake Charles, La. (not St. Charles, as lately stated), for erection of \$4000 edifice.

Charlotte, N. C.—Chalmers Memorial Associate Reformed Presbyterian Church, Rev. R. E. Hough, pastor, 1901 South Boulevard, will erect edifice; brick and stone; seating capacity 500; cost \$25,000; architect not engaged; bids will probably be opened in early fall.

Clarksburg, Md.—Northern Methodist Church will erect frame edifice to cost \$4500. Address The Pastor, Northern Methodist Congregation.

Clinton, Tenn.—M. E. Church South, Rev. Woodward, pastor, is having plans prepared for addition to church.

Columbia, La.—Methodist congregation will erect edifice. Address The Pastor, Methodist Church.

Fort Worth, Texas.—Magnolia Avenue Christian Church has had plans prepared by M. L. Waller of Fort Worth and will soon invite bids for erection of edifice recently mentioned; 35x121 feet; pressed brick; tile roofing; main auditorium to have seating capacity of 500; 18 separate classrooms in Sunday-school; cost \$30,000.

Gadsden, Ala.—First Methodist Church will have plans and specifications prepared by A. D. Simpson, Gadsden, for Sunday-school building; accommodations for 500; cost \$7000.

Hagerstown, Md.—Trinity Lutheran Church awarded contract to Mark T. Wells, Philadelphia, Pa., at \$67,762 to erect edifice; auditorium 60x90 feet; combination gas and electric fixtures; plans by A. A. Ritcher, Lebanon, Pa. (Previously mentioned.)

Hobart, Okla.—Congregation contemplates erecting edifice. Address The Pastor, Episcopal Church.

Jackson, Miss.—First Methodist Church is considering erection of edifice to be known as Galloway Memorial Church; cost \$100,000 to \$120,000. Address The Pastor, First Methodist Congregation.

Jackson, Tenn.—H. J. Thompson, chairman First Baptist Church building committee, has plans by Runge & Dickey, 1218 First National Bank Bldg., Nashville, Tenn., for erection of church; 105x114 feet; pressed brick; stone and terra-cotta trimmings; metal ceilings and roof; ordinary construction with steel truss; fan system of ventilation; electric lights; will install boilers and fan; cost \$50,000.

Lafayette, La.—St. John's Catholic Church, Rev. W. J. Teurlings, pastor, has secured plans for brick edifice to cost \$50,000.

Louisville, Ky.—Lander Memorial Methodist Church, Rev. T. B. Kendall, pastor, contemplates erecting edifice to cost \$50,000.

Mangum, Okla.—Building committee M. E. Church South will receive bids until June 10 for erection of edifice; plans and specifications at office of J. O. McCollister at Mangum and of architects, Flanders & Flanders, Dallas, Texas; Fred C. Switzer, secretary.

Mobile, Ala.—Spring Hill Jesuit College awarded contract to Jett Bros. Contracting Co. of Mobile for erection of chapel; steel and brick; cost \$35,000.

North Wilkesboro, N. C.—First Baptist Church, J. S. Forester, chairman, will open

bids June 14 for erection of edifice lately reported; 88x104 feet; brick construction; colonial style; fireproof; furnace heat; electric lighting; cost \$10,000; architect, J. M. McMichael, Charlotte, N. C.; copies of specifications furnished on examination of plans.

Oklahoma City, Okla.—St. John's Methodist Church has plans by Smith & Parr, Oklahoma City, for erection of church; 97x130 feet; concrete and brick; seating capacity 2000; fireproof; electric lights; will install organ and steam-heating plant; cost \$50,000.

Ozark, Ark.—M. E. Church has awarded contract to C. Tulley, Ozark, for erection of church; 60x80 feet; stone; slate or tile roof; hot-air heating plant; electric lights; cost \$15,000; plans by A. Kilgenamith, Fort Smith, Ark. (See "Machinery Wanted.")

Prentiss, Miss.—M. E. Church South, M. L. Smith, pastor, has plans for erection of church; 40x50 feet; ordinary construction; gasoline or electric lights; W. D. McDaniel, Prentiss, contractor. (See "Machinery Wanted.")

Raleigh, N. C.—Edenton Street Methodist Episcopal Church will erect Sunday-school building; brick; stone trimmings; cost \$30,000. Address The Pastor, Edenton Street Methodist Episcopal Congregation.

Richardson, Texas.—Sealed bids will be received by building committee Baptist Church until June 10; building to be of brick and lumber; plans and specifications at office of S. C. Skjelvig, architect, North Texas Bldg., Dallas, Texas, and of Virgil Walton, Richardson.

Spring Hope, N. C.—First Baptist Church, Rev. D. F. Putnam, pastor, is having plans prepared by Henry E. Bonitz, 213 Princess Block, Wilmington, N. C., for edifice; brick; slate roof; furnaces; Indiana limestone trimmings; patent wall plaster; cost \$12,000; contract to be let about August 1.

Sumter, S. C.—Catholic Congregation awarded contract to John W. McKiever of Sumter to erect edifice previously mentioned; brick; stone trimmings; Gothic style, with two towers, main altar of Italian marble; hot-air heat; electric lighting; cost \$30,000; plans by D. C. Barbot, Charleston, S. C. Rev. C. B. Wood, Florence, S. C., is in charge.

Waco, Texas.—Temple Hodel Shalom, Rev. L. Warsaw, rabbi, will erect synagogue to cost \$25,000.

Wilburton, Okla.—Catholic congregation contemplates erecting edifice to cost \$14,000. Address The Pastor, Catholic Church.

Wilburton, Okla.—Baptist congregation contemplates erecting edifice. Address The Pastor, Baptist Church.

COURTHOUSES

Crowell, Texas.—Foard county will vote June 12 on issuance of \$60,000 courthouse bonds. Address County Commissioners.

Fort Pierce, Fla.—St. Louis county awarded contract to Mutual Construction Co., Louisville, Ky., at \$32,730 to erect courthouse, and to Diebold Safe & Lock Co., Canton, Ohio, at \$3693 for steel vaults, etc. (Previously mentioned.)

Frankfort, Ky.—Franklin county, James H. Polsgrove, Judge, has plans by L. L. Oberwarte, Frankfort, for remodeling county courthouse; ordinary construction; fireproof vaults; steam heat; cost \$30,000; bids will be opened for construction June 15.

Grand, Okla.—Ellis county will vote June 8 on issuance of \$35,000 courthouse bonds. Address County Commissioners.

Groesbeck, Texas.—Sealed proposals will be received for repair of Limestone county courthouse until June 22; E. C. Hosford & Co., 340 Commerce St., Dallas, Texas, are architects and have plans and specifications; one set is on file in office of W. A. Keeling, County Judge, Groesbeck. (Recently mentioned.)

Lewisburg, W. Va.—Court of Greenbrier County awarded contract to B. F. Smith Fireproof Construction Co., 503 Pope Bldg., Washington, D. C., under plans and specifications prepared by them for remodeling of portion of courthouse and fireproof record-rooms; expenditure, \$12,000.

Muskogee, Okla.—Muskogee county will vote on issuance of \$450,000 of bonds for erection of courthouse, etc. Address County Commissioners. (See "Road and Street Improvements.")

Nashville, Tenn.—Thomas L. Herbert, chairman, and Jesse Cage, secretary, courthouse committee, opened bids June 1 for remodeling courthouse; plans and specifications prepared by C. K. Colley, 43 and 44 Chamber of Commerce, Nashville, on file in this office; appropriation \$75,000. Further facts recently mentioned.)

New Kent, Va.—County Supervisors awarded contract to B. F. Smith Fireproof Con-

struction Co., 503 Pope Bldg., Washington, D. C., to build courthouse on plans and specifications prepared by the company; cost \$10,000.

Rocky Mount, Va.—Franklin County Supervisors adopted plans of B. F. Smith Fireproof Construction Co., 503 Pope Bldg., Washington, D. C., for building \$25,000 courthouse; H. H. Hudgins, Roanoke, Va., supervising architect. (Recently noted.)

Sumterville, Fla.—Sumter county awarded contract for erection of courthouse. Address County Commissioners.

Swan Quarter, N. C.—Hyde County Commissioners awarded contract to B. F. Smith Fireproof Construction Co., 503 Pope Bldg., Washington, D. C., for building addition to courthouse according to plans and specifications prepared by the company; cost \$10,000.

Warrenton, Ga.—Warren county will vote July 15 on issuance of \$30,000 of bonds to erect courthouse and jail. M. E. English, chairman Board of County Commissioners. (Recently mentioned.)

DWELLINGS

Allenville, Ala.—B. M. Allen has plans by W. E. Spink, 812 Title Guarantee Bldg., Birmingham, for residence; brick; 40x42 feet; cost \$2500.

Baltimore, Md.—J. Edgar Wylie, Windsor Hills, Baltimore county, Md., has plans by Harry J. Tinley, Hoffman Bldg., Baltimore, for erection of dwelling; 30x30 feet; 2½ stories; hot-water heat; combination fixtures; cost \$4000; Provident Realty Corporation, 230 St. Paul St., Baltimore, contractor.

Baltimore, Md.—John T. Donohue, 1808 Thames St., will erect 16 dwellings on Robinson street; two stories; pressed brick; marble trimmings; stone foundations; four 13x45 feet, the others 12x40 feet; cost \$18,000.

Baltimore, Md.—William F. Lambdin, Edmondson Ave. and 19th St., is having plans prepared by Jacob F. Gerwig, 210 East Lexington St., Baltimore, for eight residences on Edmondson avenue; old English style; one story and attic; built in pairs; brick and stucco; slate roof; porch front; 18x89 feet; steam heat; gas and electric lights; cost \$5000.

Baltimore, Md.—Merin & Cefgel Building & Construction Co. is having plans prepared by Jacob F. Gerwig, 210 E. Lexington St., Baltimore, for five dwellings on Ninth street; two stories; brick; 15x50 feet; hot-air heat; gas and electric lights; cost \$2500 each.

Baltimore, Md.—James F. Carter awarded contract to Henry Maas, 1119 Ensor St., Baltimore, for erection of residence on Edgerton road; two and a half stories; frame; stone foundation; slate roof; 34x37 feet.

Baltimore, Md.—Rev. W. A. Crawford Frost, 2120 Chelsea Terrace, has plans by Stanislaus Russell, Clifton Ave. and Seventh St., for residence recently mentioned; brick; colonial style; two and a half stories; slate roof; 47 feet 4 inches by 44 feet 4 inches; ordinary construction; hot-water heat; electric and gas lighting; sprinkler apparatus for roof; cost \$10,000. (See "Machinery Wanted.")

Baltimore, Md.—Morris Silberstein, Equitable Bldg., has plans by Jacob F. Gerwig, 210 E. Lexington St., Baltimore, for 14 dwellings; two stories; brick; 14 feet 6 inches by 55 feet; steam heat; gas and electric light; cost \$2800 each.

Baltimore, Md.—Frank E. Bullock, 929 North Broadway, awarded contract to John W. Nelson, Baltimore, for erection of residence at Steel road and Chapman avenue; concrete foundation, walls, chimney and porch columns; steam heat; combination lighting; drainage system with 600 feet of pipe; 34x33 feet; cost \$5000.

Baltimore, Md.—Wm. K. Grogg, 1707 Fairmount Ave., awarded contract to John W. Nelson, Baltimore, for erection of residence at Cheswold Farms; concrete foundation; hollow concrete-block walls; cement porch floors, steps, porch rails and chimney; steam heat; electric lights; 26x37 feet; cost \$4000.

Baltimore, Md.—Mrs. A. Marshall Elliott, 1025 North Calvert St., is having plans prepared by Frank J. Baldwin of Baldwin & Pennington, Professional Bldg., Baltimore, for remodeling McKim residence at Park avenue and Centre street.

Baltimore, Md.—William E. Clark, 295 Clifton Ave., will erect residence in Forest Park.

Baltimore, Md.—Du Pont Building Co., A.olph Meyer, 113 W. Lombard St., president, will erect 12 dwellings on Dorchester avenue, Du Pont Park; cost \$24,000; sites each 25x100 feet.

Baltimore, Md.—J. Morris Orem, Equitable Bldg., has plans by J. E. Laferty, 11 East Pleasant St., Baltimore, for dwelling at Morris and West avenues; three stories;

ornamental frame; 25x30 feet; hot-water heat; cost \$4000.

Bamberg, S. C.—H. J. Brabham, Jr., will erect residence.

Bamberg, S. C.—H. H. Copeland will erect residence.

Birmingham, Ala.—Ed. Warren, Jr., 2012 Second Ave., has plans by Scott Joy, Shrin Building, Birmingham, for erection of residence; brick and veneer; ordinary construction; fireproof; hot-air heating plant.

Bladenboro, N. C.—H. C. Bridgers has plans by Henry E. Bonitz, 213 Princess Block, Wilmington, N. C., for residence; two stories; slate roof; hardwood interior finish; estimated cost \$12,000.

Boynton, Va.—A. Fine has plans by and awarded contract to Wm. F. Baker, Roanoke, Va., for store building recently mentioned; 38x102 feet; two stories; press-brick front; plate glass; mill construction; hot-air heat; incandescent lighting plant; cost \$6500.

Chattanooga, Tenn.—Mrs. Nora Crimmins, 412 East 8th St., receiving proposals through Huntington & Sears, News Bldg., Chattanooga, for erection of two-story-and-basement residence on East 8th street; brick; composition roof; oak and hard-pine interior finish; cabinet mantels; electric and gas lighting; 20x70 feet; hot-water heat. (Recently mentioned.)

Chattanooga, Tenn.—J. Milton Browne, 22 E. Eighth St., awarded contract to John E. Davis, Harrison Ave., Chattanooga, for erection of \$2500 frame dwelling; two story; shingle roof; hard pine interior finish; cabinet mantels; electric and gas lighting.

Clinton, Tenn.—D. C. Richards has plans by M. E. Parmelee & Son, Knoxville, Tenn., for erection of dwelling; slate or tin shingle roof; hot-air or steam heat; electric light; cost \$2500. (See "Machinery Wanted.")

Dallas, Texas.—Joseph A. Stevenson has purchased site 200x200 feet and will erect residence.

Durant, Okla.—Hugh L. Cox will erect residence; bungalow type.

Georgetown, Ky.—Mrs. A. K. Hawkins will erect two bungalows.

Hastings, Fla.—E. J. Seymour will erect \$2500 residence.

Houston, Texas.—R. E. Brooks will erect residence in Hyde Park.

Houston, Texas.—J. P. Carter has plans by H. L. Green, Houston, representing Mauran, Russell & Garden, St. Louis, Mo., for residence; cost \$40,000.

Kansas City, Mo.—Frank F. Brumback has plans by Louis Curtiss, Kansas City, for dwelling 50x56 feet; three stories; cost \$14,000.

Knoxville, Tenn.—T. H. Johnson has had plans prepared by George F. Barber & Co., Knoxville, for residence; two stories and basement; first story brick veneer; second, shingles; Gambrell roof; cost \$5000.

Lincolnton, N. C.—Edgar Love awarded contract to W. W. Motz, Lincolnton, for erection of 30 mill-operatives' cottages.

Memphis, Tenn.—Thomas Turpin will erect residence; two stories; stone veneer; tile roof; colonial style; cost \$10,000, exclusive of heating, lighting, plumbing and decorations.

Norfolk, Va.—John Gray awarded contract to B. L. Nichols, 515 33d St., Norfolk, for erection of residence recently noted; frame; mill construction; hot-water heat; electric and gas lighting; cost \$4000.

Quitman, Ga.—W. W. Walker has plans by L. A. H. Koethe, 1 Front St., Masonic Temple, Wilmington, N. C., for erection of dwelling; frame; open fireplace; electric lights; cost \$9000; W. S. Lane, Quitman, contractor. (Lately mentioned.)

Richmond, Va.—George W. Call, care Union Bank, will erect dwelling at Ginter Park; two-story; frame and concrete; ordinary construction; hot-water heating; electric lights; cost \$5000; plans by A. F. Hunt, Richmond, Va.

Rome, Ga.—Mayor Lipscomb will erect residence.

Rosemary, S. C.—B. F. White and B. F. Baranau awarded contract to William S. Dunmore, Box 225, Georgetown, S. C., for erection of dwelling lately noted; frame construction; cost \$2450; architect, Mr. Dunmore. (See "Machinery Wanted.")

Savannah, Ga.—G. L. Mohr will erect residence.

Savannah, Ga.—W. W. Humphrey will erect dwelling on Warsaw Island for W. U. Parsons; two stories; frame; tile roof; cost \$10,000.

Savannah, Ga.—Jacob S. Collins will erect nine dwellings; frame; metal roofs; cost \$3500 each; owner architect and builder. (Recently noted.)

Savannah, Ga.—J. K. Train awarded contract to A. A. Artley, Savannah, for resi-

dence; two stories; first story covered with siding; second story shingles; mill construction; cost \$5000; plans by H. W. Whitcover, Savannah.

Savannah, Ga.—Urban Development Co., Marcus S. Baker, president, will erect 10 dwellings.

St. Augustine, Fla.—J. W. Estes will erect two residences.

Tampa, Fla.—F. C. Paul will erect \$6000 residence; B. F. Perry, Tampa is estimating.

Tulsa, Okla.—Ida V. Hatcher will erect three dwellings; cost \$7400.

Tuscaloosa, Ala.—Mr. Nuzum awarded contract for erection of residence; cost \$12,000.

Union Springs, Ala.—D. W. Turnipseed, Flora, Ala., has plans by Kenen Perry, Union Springs, for erection of residence; electric lights; cost \$15,000; W. D. Foster, Union Springs, contractor.

University, Miss.—T. H. Summerville, has plans by Wm. E. Splink, 812 Title Guarantee Bldg., Birmingham, Ala., for residence; 50x48 feet; brick veneer; steam heat, electric lights, both furnished from University of Mississippi plant; cost \$7000.

Washington County, Va.—Douglas Robinson, New York city, will erect residence in White Top region, Washington county.

Washington, D. C.—Edward M. Dulin Building Co., 1270 New Hampshire Ave. N. W., will erect brick dwelling on 22d street northwest.

Washington, D. C.—Anna Paxton has plans by Nicholas T. Haller, Corcoran Bldg., Washington, for eight dwellings in Petworth; two stories; 40x50 feet; brick; limestone trimmings; cost \$30,000.

Washington, D. C.—E. E. Weedon is having plans prepared by Spelden & Spelden, 1403 New York Ave. N. W., Washington, for residence; three stories; red brick; Indiana limestone trimmings; Spanish tile roof; 33x72 feet.

Washington, D. C.—Mrs. Kate Willard Boyd, 1836 16th St. N. W., has plans by Wood, Donn & Deming, 808 17th St. N. W., Washington, for residence on 22d and R streets northwest; 50x38 feet; three stories, basement and attic; gray spotted hydraulic pressed brick; white Indiana limestone trimmings; Spanish tile roof; Italian style.

Wilmington, N. C.—Miss Annie Kidder has purchased site 40x120 feet and will erect residence.

GOVERNMENT AND STATE BUILDINGS

Corsicana, Texas.—Postoffice.—Bids will be received at office of James Knox Taylor, Supervising Architect, Treasury Department, Washington, D. C., until July 6 for construction (including plumbing, gas piping, heating apparatus, electric conduits and wiring) of U. S. postoffice at Corsicana, in accordance with plans and specifications, copies of which may be had from custodian of site at Corsicana, or at above office, at discretion of architect.

Fort Dade, P. O. Egmont, Fla.—Officers' Quarters.—Sealed proposals will be received until June 18 for constructing, plumbing and electric wiring two double sets of non-commissioned officers' quarters; plans, etc., and information furnished on request to constructing quartermaster, Fort Dade, Egmont.

Fort Monroe, Va.—Proposals will be received until June 30 for construction, heating, plumbing, electrical wiring and fixtures of two sets of quarters for four officers at Fort Monroe. Information on application. Bidders may see plans and specifications in office of chief quartermaster, Department of East, Governor's Island, New York. Bidders on proposals to state names of manufacturers supplying material. Deposit of certified check \$25 guaranty return plans and specifications. Ernest R. Tilton, Captain and Q. M., U. S. A., Constructing Q. M.

Fort Sill, Okla.—Barracks, etc.—Office Constructing Quartermaster, Fort Sill. Sealed proposals will be received until June 10 for construction, plumbing and wiring of following buildings: One colonel's quarters, two field officers' quarters, seven double officers' quarters, three four-set officers' quarters, six field artillery barracks, one band barracks, four double sets N. C. O. quarters, one administration building, one post exchange, two storehouses, bakery, six battery stables, hand stable, one Q. M. stable; three double stables, guard and shop buildings; six gun sheds, one granary, one coal shed, one wagon shed, pump-house; plans, specifications, blank proposals and further information furnished on application; certified check for \$5 per each set of plans and specifications will be required. Address Capt. David L. Stone, constructing quartermaster, Fort Sill. Plans and specifications may be seen at following offices: Depot Q. M. of New

York; Depot Q. M., Boston, Mass.; Depot Q., Chicago, Ill.; Depot Q. M., St. Louis, Mo.; Construction Q. M., Fort Leavenworth, Kans. (Previously noted.)

San Angelo, Texas.—Postoffice and Court-house.—John Bardon, Fort Worth, Texas, is lowest bidder at \$126,900 to erect United States postoffice and courthouse at San Angelo. (Recently mentioned.)

Versailles, Ky.—Postoffice.—Treasury Department, Office of Supervising Architect, James Knox Taylor, Washington, D. C. Sealed proposals will be received until July 1 for construction (including plumbing, gas-piping, heating apparatus, electric conduits and wiring) of United States postoffice at Versailles in accordance with drawings and specifications, copies of which may be obtained from custodian of site at Versailles or at this office at discretion of architect.

HOTELS

Abingdon, Va.—L. P. Summers will erect hotel and store-room; three-story; pressed brick; 75x36 feet; fireproof; hot-water heating; electric lights; cost \$10,000; will open bids for construction within 60 days.

Asheville, N. C.—M. Gazzam, Philadelphia, Pa., is considering rebuilding of Kenilworth Inn, recently reported burned.

Beaufort, N. C.—John Forlaw, N. W. Taylor and others reported to erect hotel.

Biloxi, Miss.—H. M. Folkes has plans for converting Gulf Coast health resort into hotel to contain 130 rooms.

Blue Spring, Ga.—J. J. McCranie, manager Blue Spring Hotel, and others considering rebuilding hotel lately reported burned.

Blytheville, Ark.—Blytheville Hotel Co., A. C. Lange, president, will have plans prepared by Shaw & Pfeil, Memphis, Tenn., for hotel recently mentioned; cost \$20,000.

Chelsea, Okla.—Park Hotel Co. incorporated with \$20,000 capital stock by Charles W. Caldwell, C. L. Dane, W. A. Kaff, J. T. McSpadden and others.

Eldorado, Ark.—Company organized by R. N. Garrett, H. C. McKinney and others will have plans and specifications prepared by Gibb & Sanders, Little Rock, Ark., for hotel; three stories and basement; 60 rooms.

Enid, Okla.—August Jaedlicke, president Hanover State Bank, Hanover, Kans., reported to erect hotel in Enid; fireproof; five stories; cost \$100,000.

Erwin, Tenn.—H. A. Belk, Union Mills, N. C., has plans by C. G. Mitchell, Johnson City, Tenn., for erection of hotel and store building; 40x72 feet; three stories; pressed brick; ordinary construction; electric light; cost \$6000; will open bids for construction May 29.

Henderson, N. C.—D. Y. Cooper, A. C. Zollicoffer, J. A. Kelly and others appointed committee to secure site on which to build hotel.

Johnson City, Tenn.—H. W. Pardue has plans by C. G. Wittich, Johnson City, for erection of hotel; 105x107 feet; three stories; concrete and brick; fireproof; steam heat; electric lights; elevators; cost \$50,000. (Lately mentioned.)

Kansas City, Mo.—F. H. Thwing, Finance Bldg., has had plans prepared by E. C. Moorhouse of Kansas City for hotel and store building recently noted; 51x61 feet; three stories and basement; brick and joist construction; tile partition ground floor; steam heating; cost \$18,000; general contract will not be awarded.

Lexington, N. C.—C. M. Thompson, W. G. Perry and Grimes Bros. will rebuild March Hotel, recently reported burned; new structure will be three stories and cost \$25,000.

Oklahoma City, Okla.—John Goff, Jones, Okla., purchased site, 25x150 feet, at Oklahoma City for \$5000, and plans to erect three-story store and hotel.

Raleigh, N. C.—Richard F. Giersch reported to erect five or six-story fireproof hotel.

Raleigh, N. C.—W. B. Wright will erect hotel; three stories; brick; 35 rooms.

Wilmington, Texas.—Jackson Hotel Co. organized by Jno. C. Hubbard and others to erect hotel; two stories; wood; cost \$5000.

MISCELLANEOUS STRUCTURES

Baltimore, Md.—Store.—E. J. McGraw, 310 East Baltimore St., has had plans prepared by Otto G. Simonson, American Bldg., Baltimore, for remodeling store building at 310 East Baltimore street.

Baltimore, Md.—Store.—Haas Tailoring Co., 322-324 South Broadway, has plans by Lorenz Schoenlein, 2217 East Baltimore St., Baltimore, for store building at 328 South Broadway; three stories; mill construction; buff brick front; stone trimmings; French bev-

eled-glass windows; contractors estimating include John Hiltz & Son, 3 Clay St.; Joseph Shamberger, 2122 East Baltimore St., and Lorenz Schoenlein, 2217 East Baltimore St., all of Baltimore.

Baltimore, Md.—Store.—Frank Brown, City Collector, City Hall, awarded contract to B. F. Bennett Engineering Co., 123 South Howard St., Baltimore, for remodeling store building at 323 North Charles street; plans by C. Montgomery Anderson, 324 North Charles St., Baltimore.

Bamberg, S. C.—Store.—W. G. Hoffman awarded contract to Grandy & Son, Bamberg, for store building.

Big Springs, Texas.—Business.—Mrs. A. J. Eddings will erect two-story brick business building.

Birmingham, Ala.—Store.—Mrs. J. C. Henley has plans by Warren & Welton, Birmingham, for store building; three stories; white glazed brick; marble trimmings; tile floors; steel ceilings; electric elevators; to be occupied by T. C. King as clothing house.

Birmingham, Ala.—Store.—A. L. Henley has plans by Warren & Welton, Birmingham, for erection of store; three stories; enamel brick and white marble front; ordinary construction; steam heat; combination fixtures; electric elevators; cost \$16,000; O. D. Medlock, Birmingham, contractor.

Birmingham, Ala.—Business.—E. T. Shaw & Son has plans by Scott Joy, Birmingham, for business building; two stories; site 50x90 feet.

Brownsville, Texas.—Sanitarium.—Dr. B. O. Works has awarded contract for proposed \$10,000 sanitarium building.

Charleston, W. Va.—Stores.—Ruffner Bros. have plans by Willbur F. Mills, Columbus, Ohio, for erection of store; 45x135 feet; six stories; reinforced concrete; hot-water heat; freight elevator; cost \$75,000; Moore Construction Co., Charleston, W. Va., contractor.

Charlotte, N. C.—Store.—First National Bank will erect store building, to be occupied by J. B. Ivey Company; three stories; brick; cost \$5500.

Columbia, La.—Store.—Tony Pendola will erect store building; brick; 30x45 feet.

Columbia, S. C.—Business.—McCreery Land & Investment Co. will erect three-story business building.

Columbia, S. C.—Business.—The Lynch estate will erect business building.

Cumberland, Md.—Masonic Temple.—Masonic Temple Association incorporated with \$30,000 capital stock by Joseph Footer and others to erect Masonic Temple; purchased site 86x275 feet.

Dallas, Texas.—Business.—J. W. Cochran and J. M. Thomas will erect three-story business building.

Deland, Fla.—Stores.—G. A. Dreka has awarded contract to Turner Construction Co., 11 Broadway, New York, for construction of store; reinforced concrete; 125x75 feet; three stories and basement.

El Paso, Texas.—Toltec Club has plans by John J. Huddant, 408 Bank Bldg., Denver, Col., for erection of clubhouse; 80x120 feet; five stories; exhaust heating system; electric lights; electric elevators; cost \$85,000; Smith & McCarthy, Fort Morgan, Col., contractors. (Recently reported.)

El Paso, Texas.—Y. M. C. A.—Young Men's Christian Association has plans by Trost & Trost, El Paso, for association building; three stories; probably red brick.

Etowah, Tenn.—Store.—J. W. Christian will erect store; 47x75 feet; brick; three stories; first floor concrete; fire shutters on side windows; stove heat; will install acetylene-gas plant; cost \$6000. (Previously mentioned.)

Galveston, Texas.—Business.—Dr. Randall will erect business building; two stories; pressed-brick front; cost \$7000. T. B. Scott and James Doyle, both of Galveston, will superintend construction.

Gary, W. Va.—Rink.—Gary Skating Rink Co. incorporated with \$5000 capital stock by Vitrus Klier, W. N. Woodbury, E. M. Esser and others.

Graniteville, S. C.—Clubhouse.—Country Club organized with T. C. Stone, Aiken, S. C., president; will erect clubhouse.

Hastings, Fla.—Store.—Phillip Kukowsky will erect store building.

Hastings, Fla.—Mercantile.—J. B. Hughes & Co. has plans by F. A. Hendricks, St. Augustine, Fla., for erection of mercantile building; 50x92 feet; ordinary construction; brick; hand elevators; cost \$4800. (See "Machinery Wanted.")

Hastings, Fla.—Business Building.—Faber Bros. will erect business building.

Helena, Ark. — Hospital. — Taylor Bros. Helena, have contract for proposed hospital building to cost \$8000.

Hereford, Texas. — B. W. Miller and Dr. Walker will erect two two-story-and-basement brick business buildings.

Hereford, Texas. — Business Buildings. — George W. Irwin, Jr., and C. W. Dodson will erect five two-story brick business buildings.

Jackson, Miss. — Orphanage. — Mississippi Methodist Orphanage is planning to erect building.

Kansas City, Mo. — Clubhouse. — Athenaeum Club, Mrs. Henry Ess, president, is organizing Athenaeum Clubhouse Co. to erect \$50,000 clubhouse.

Kansas City, Mo. — Store. — A. T. Little has plans by Edgar C. Faris, Kansas City, for store building; 37x110 feet; two stories; cost \$10,000.

Knoxville, Tenn. — Store and Warehouse. — Chandler & Co. awarded contract to Concrete Engineering & Construction Co., Knoxville, for erection of store and warehouse building recently mentioned; reinforced concrete; two stories; 60x50 feet; marble trimmings to window sills of first floor; veneered buff brick above; cost \$15,000; plans by L. C. Waters, Knoxville.

Memphis, Tenn. — Tri-State Memorial Baptist Hospital has engaged John Galsford, Memphis, to prepare plans for proposed hospital to cost \$400,000; E. W. Porter, chairman building committee.

Memphis, Tenn. — Garage, Laundry, etc. — V. L. Rogers, recently noted to award contract to Kaucher, Hodges & Co., will erect structure 36x20 feet; two stories; stucco on metal lath; concrete floors; tile roof; interior finish cement and acme plaster; electric lights; laundry equipped with tubs and heaters; cost \$3000.

Memphis, Tenn. — Business. — J. A. Evans awarded contract to Henry Moselage, Memphis, for erection of business block; four stories; brick and stone; cost \$21,000; walls capable of supporting three additional stories.

Midway, Ky. — Orphanage. — Kentucky Female Orphan School is having plans prepared for addition.

Murphy, N. C. — A. A. Fain will erect brick building.

Murfreesboro, Ark. — Business. — W. B. Orner, Prescott, Ark., has contracts for following structures: For A. P. Terrell, store building; brick; 25x100 feet; for Chas. E. Stelle, brick store building; for Owens Bros., 25x100 foot brick store building; for H. M. Ross and Lewis & Branch, brick business block.

Murphy, N. C. — C. E. Wood will erect brick building.

Murphy, N. C. — Store. — J. L. Smathers has plans by Adlar Osborne, Newton, N. C., for erection of store and office building; three stories; brick; steam heat; will install elevator and electric-lighting plant; contract will be awarded about May 31. (See "Machinery Wanted.")

Nashville, Tenn. — Board of United Charities preparing to erect building; one-story structure; upper floors for dormitory purpose and lower floor for dining-room and kitchen; Hunter McDonald, chairman building committee.

Nashville, Tenn. — Clubhouse. — Watauga Club will expend \$75,000 for improvements to building, including new entrance and four-story addition.

Norfolk, Va. — Stores. — W. J. Gilman will erect four store building, to cost \$10,000.

Oklahoma City, Okla. — Store. — The Parisian (I. Wachman and others) leased store building and will remodel; expend \$20,000 for fixtures and equipment.

Oxford, N. C. — Store. — J. T. Britt has plans by W. C. Lindberry, Oxford, for erection of three-story and office building; two stories; 75x76 feet; ordinary construction; brick; steam heat; electric lights; cost \$15,000.

Richmond, Va. — Stores. — Emanuel Raab, Philip Whitlock, Edward Whitlock and C. A. Labenberg will erect four store buildings.

St. Joseph, Mo. — Y. M. C. A. — Young Men's Christian Association will erect \$250,000 association building.

St. Petersburg, Fla. — Business Block. — E. B. Rowland will erect brick business block; tile flooring; plate-glass front; 47x53 feet.

Tampa, Fla. — Business. — W. T. Boyd will erect two-story brick business block.

Tulsa, Okla. — Business. — J. D. Seaman will erect business building; two stories; brick; 140x42 feet.

Vicksburg, Miss. — Store. — Valley Dry Goods Co. awarded contract to H. H. Havis, Vicksburg, for erection of store building; five stories; cost \$100,000.

Vicksburg, Miss. — Steel Shed. — Gulf Compress Co., C. S. Kinney, manager, will build steel shed 1080 feet long by 132 feet wide; 12 feet high at eaves. (See "Machinery Wanted.")

Victoria, Texas. — Business. — C. S. E. Holland, James F. Welder and Theo. Buhler have plans by Hull & Praeger, Victoria, for business block; three stories; red pressed brick; white stone trimmings; 39x90 feet; steam heat; electric elevator; cost \$25,000.

MUNICIPAL BUILDINGS

Anadarko, Okla. — City Hall. — City has received plans and specifications for city hall and fire-department building to cost \$15,000. Address The Mayor.

Baltimore, Md. — Truckhouses. — Following contractors are estimating on erection of combination truck and engine house on Gorsuch, near Harford avenue: James F. Farley, 43 Franklin Bldg.; P. J. Cushen, Law Bldg.; Joseph Schamberger, 2122 East Baltimore St.; Frederick Decker & Son, 1209-1211 East Biddle St.; Edward Watters & Co., 532 St. Paul St.; David M. Andrews Company, Mt. Vernon Ave. and 26th St.; Eugene D. Springer, 424 South Charles St.; American Contracting Co., American Bldg.; Benjamin F. Bennett Building Co., 123 South Howard St.; Walter E. Burnham, 2 Builders' Exchange; Monmonier & Sorrell, 1711 McCulloch St.; Milton C. Davis, 5 Hopkins Pl., all of Baltimore, and Daniel Harding, Towson, Md.; with exception of Monmonier & Sorrell and Daniel Harding, same contractors are estimating on No. 2 truckhouse on Paca street, between Lexington and Fayette streets; bids for both structures will be opened June 22. Charles M. Anderson, 324 North Charles St., Baltimore, prepared plans for Gorsuch-avenue building; two stories, brick, stone and terracotta; concrete foundation; slag roof; cost \$24,000; No. 2 truckhouse on Paca street to be two stories and cost \$20,000, according to plans by J. Edward Laferty, 11 E. Pleasant St., Baltimore. (Recently mentioned.)

Baltimore, Md. — Library. — Enoch Pratt Free Library, Bernard C. Steiner, librarian, Mulberry near Cathedral street, will have plans prepared by Joseph Evans Sperry, Calvert Bldg., Baltimore, for library on site bounded by Kenwood avenue, Fayette street, Philadelphia road and Patuxent street; cost \$25,000. (Mentioned in March.)

Enid, Okla. — Library. — Proposals will be received by Public Library Board, N. Frantz, secretary, until June 21 for construction of Carnegie Library building according to plans and specifications by A. A. Crowell, architect, Enid. For general conditions, etc., regarding certified check, bond, etc., see specifications. Proposals for plumbing and heating will be taken separately. Plans will be on file at office of architect; extra sets of plans may be obtained of architect by deposit of \$25.

Greenville, Ala. — Library. — City will have plans and specifications prepared by Willis R. Biggers of Mobile for Carnegie library; cost \$25,000.

Little Rock, Ark. — Fire Stations. — Council committees decided to form Fire Department Improvement District, which will issue \$75,000 of bonds to build fire station in First, Second and Eighth wards and rear of city hall in conjunction with proposed electric-light plant; E. A. Kingsley, City Engineer. (See "Electric-light and Power Plants.")

Lynchburg, Va. — Market. — City contemplates erecting market-house with auditorium above; plans by Frye & Chesterman of Lynchburg; structure to be 87x130 feet; Italian architecture; brick; terra-cotta and stone trimmings; 20 feet on each side of structure are to be utilized for two stores for market purposes, each one story high; estimated cost \$54,000; H. L. Shaner, City Engineer.

Mounds, Okla. — City Hall. — City will vote June 1 on issuance of \$8000 bonds for city hall. Address The Mayor.

Raleigh, N. C. — City Hall, etc. — Raleigh Municipal Commission has purchased site at \$25,000 for construction of municipal building and auditorium to seat 5000; invites designs by architects for \$100,000 structure. (Recently mentioned.)

Richmond, Va. — Engine-house. — James Fox & Sons of Richmond have contract at \$6393 to erect engine-house for Engine Company No. 1. (Recently mentioned.)

Roanoke, Va. — Police Station, etc. — City is considering issuance of \$335,000 of bonds for municipal building, site, police station and jail, and \$100,000 of bonds for city market. E. B. Spencer, chairman Board of Aldermen. (See "Road and Street Improvements.")

Wilmington, N. C. — City Hall. — City is having plans prepared by Henry E. Bonitz, 213 Princess block, Wilmington, for improve-

ments to City Hall, such as reinforced-concrete flooring, rearrangement of plumbing and heating, etc.; cost \$25,000.

West Point, Miss. — City Hall. — City voted bond issue for erection of city hall. Address The Mayor.

RAILWAY STATIONS

Arcadia, Fla. — Charlotte Harbor & Northern Railway, E. C. Bagwell, superintendent, Hull, Fla., reported to build two-story depot at Arcadia.

Clarksdale, Miss. — Yazoo & Mississippi Valley Railroad, W. S. King, general superintendent, Memphis, Tenn., reported to build freight depot.

Natchitoches, La. — Louisiana & Northwest Railroad Co., J. J. Nelson, vice-president and general manager, Homer, La., will erect passenger and freight depot at Natchitoches; brick; cost \$10,000.

New Orleans, La. — Texas & Pacific Railway, B. S. Wathen, chief engineer, Dallas, Texas, reported to build depot in New Orleans costing \$150,000.

Point Pleasant, W. Va. — Baltimore & Ohio Railroad, A. M. Kinsman, chief engineer, Baltimore, Md., reported to erect number of railway stations at various points on Ohio River, including \$18,000 depot at Point Pleasant to serve as union station for Baltimore & Ohio Railroad and Kanawha & Michigan Railway.

Tampa, Fla. — Atlantic Coast Line Railroad, E. B. Pleasants, chief engineer, Wilmington, N. C., has awarded contract to E. W. Parker, 214 Curry Bldg., Tampa, for erection of freight depot, as recently reported; one story; brick walls; concrete foundation; tile roof; fire shutters; cost \$10,000; plans prepared in office of chief engineer.

SCHOOLS

Alva, Okla. — Bids will be received until June 7 for erection of 10-room school building; plans and specifications on file at office of Fred Black, secretary, Alva, or of A. A. Crowell, architect, Enid, Okla., or can be had from architect on deposit of \$25; all plans to be returned at or before time of letting contract. (Bond issue recently mentioned.)

Americus, Ga. — City will expend \$25,000 for erection of additional school buildings and improvements to Furlow high-school building. Address The Mayor.

Baltimore County, Md. — Baltimore County School Board awarded contract to Walter E. Burnham, Builders' Exchange Bldg., Charles and Lexington Sts., Baltimore, at \$16,874 for erection of proposed school building at Sparks; stone; two stories; 10 rooms; county will also erect school building at Timonium, Md. Address County Commissioners.

Beeville, Texas. — City is having plans prepared for annex to high-school building, to cost \$12,000. Address The Mayor.

Berwyn, Md. — City has plans by T. Kent Roberts, Washington, D. C., for proposed school building; concrete block. Address The Mayor.

Birmingham, Ala. — City has plans by Harry B. Wheelock, Birmingham, for 12-room addition to Lakeview school building; mechanical hot-air heat; cost \$25,000; bids to be open June 8; John L. Parker, chairman Board of Education.

Bloomington, Texas. — City will vote June 12 on \$3000 bond issue to erect school building. Address The Mayor.

Blossom, Texas. — City has voted \$16,000 of bonds to erect school building. Address The Mayor. (Mentioned in April.)

Brownsville, Tenn. — City will vote June 10 on \$4000 bond issue to erect school building. Address The Mayor. (Mentioned in April.)

Camden, Ark. — City proposes to issue \$30,000 bonds to erect school building. Address The Mayor. (Recently mentioned.)

Cameron, Texas. — City will vote June 8 on \$10,000 bond issue to erect school building. Address The Mayor.

Chattanooga, Tenn. — City will vote June of \$18,000 bonds to improve city school buildings. Address The Mayor.

Claremont, Texas. — Wm. Wade, J. B. Taylor and others, building committee, school district No. 1, have plans by Harry Wagoner, Claremont, for erection of school and dormitory; 40x80 feet; two stories; ordinary construction; stoves for heating; cost \$7000; will open bids for construction July 1. (City lately noted as issuing bonds.)

Dallas, Texas. — St. Matthew's School for Boys, A. G. Blacklock, principal, is planning to expend \$7000 for improvements; will erect dormitory and residence.

Elberton, Ga. — Building committee Board of School Trustees, Elberton, will receive

bids until June 15 for erection of brick school building; certified check for \$1000; plans, upon deposit of \$25, at office of J. F. Leitner, architect, Wilmington, N. C.; Z. C. Hayes, secretary building committee. (Recently noted.)

Ensley, Ala. — City has plans by D. O. Whildin, 711-12 Title Guarantee Bldg., Birmingham, Ala., for Fourth Ward school and high school; Fourth Ward building will have furnace heat; electric lights; cost \$10,000; high-school building, mechanical heating plant; electric lights; cost \$50,000.

Fairview, Ala. — City has plans by D. O. Whildin, 711-12 Title Guarantee Bldg., Birmingham, Ala., for school building; mechanical heating plant; electric lights; cost \$12,000.

Ferris, Texas. — Ferris Independent School District Commissioners, S. A. Malloy, secretary, will rebuild school building recently reported burned; 80x110 feet; two stories; brick; gravel roof; hot-water heat; cost \$30,000. (See "Machinery Wanted.")

Gainesville, Ga. — Brenau College is planning number of improvements, including erection of dormitory, and later oratory hall.

Glenpool, Okla. — Sealed proposals will be received at the office of the clerk of the Board of Education, Glenpool, until June 7 for the erection and completion of a two-story brick and stone school building; plans and specifications at office of the clerk of the Board of Education at Glenpool, or of Geo. P. Washburn & Sons, architects, 413 South Main St., Ottawa, Kans.; separate bids for heating and ventilation; each bid for the building to be accompanied by a certified check or security bond for \$500, and on heating, \$50; Chas. E. Graham, treasurer; J. M. Wheelon, clerk; F. Marckle, director.

Groveton, Texas. — City has voted \$25,000 of bonds for erection of school building. Address The Mayor.

Houston, Texas. — City, recently noted to open bids June 5 for erection of proposed annex to high-school building, will erect structure 59x60 feet; four stories and basement; first and second floors connected with present building by broad halls; gymnasium, 90x55 feet; elevator with capacity of 25 students; plans by Sanguinette & Staats, First National Bank Bldg., Houston.

Indianola, Okla. — Bids will be received by School Board, District No. 25, for erection of two-story brick or stone school building; certified check for \$100; plans on application to Smith & Parr, architects, McAlester, Okla.; C. L. Clark, president.

Jasper, Ala. — City contemplates issuance of \$19,000 bonds to improve city school building and for construction of county high school. Address The Mayor.

Jonesboro, P. O. Bessemer, Ala. — City has voted \$15,000 bonds to erect school building. Address The Mayor. (Recently noted.)

Kosse, Texas. — City has voted \$10,000 bond issue to erect school building. Address The Mayor. (Recently mentioned.)

Lenox, Tenn. — Bids will be received until June 8 at office of A. J. Williford, 119 Madison Ave., for erection of two-story-and-basement brick school building; certified check for \$250, payable to Lenox school building committee; plans and specifications on file at office of John Galsford, third floor Cotton Exchange Bldg., Memphis; W. N. Page, chairman building committee. (Recently mentioned.)

Lillian, Texas. — City is having plans prepared by S. P. Brickey & Son, Lillian, for school building recently mentioned; pressed brick; cost \$10,000.

Little Mountain, S. C. — City has plans by E. J. & W. K. Dunne, Sumter, S. C., for erection of school at Little Mountain; 60x60 feet; two stories; six rooms and auditorium; ordinary construction; metal roof; cost \$7000.

Mooney, Texas. — City has voted bonds to erect school building. Address The Mayor.

Moorehead, Miss. — A. E. Taggart, Mayor, has plans by P. J. Krause, Meridian, Miss., for erection of school; to contain seven rooms, hall and auditorium seating capacity 350; mill construction; steam heat; gas lights; cost \$12,000. City lately noted as issuing bonds. (See "Machinery Wanted.")

Mounds, Okla. — Sealed bids will be received at office of secretary Board of Trustees Creek County High School District, Mounds, until June 12 for erection of high-school buildings; bids will be received separately, first, upon building proper; second, upon heating, ventilation, sewerage, lighting and plumbing; bids for building proper to be accompanied by certified check for \$1000, and for heating, etc., for \$500, payable to George McMillan, treasurer; plans and specifications on file at offices of P. T. Frye, County Superintendent, Sapulpa, Okla.; of

Charles Sudhoelter, architect, Muskogee, Okla., and of A. M. Bixey, secretary Board of Trustees, Mounds, or can be had on deposit of \$25. (Recently mentioned.)

Mt. Vernon, Texas.—Mt. Vernon Independent School District will open bids about June 1 for erection of school building; wood, stone and brick; mill construction; electric lights; cost \$15,000; W. W. Arnold, secretary School Board. (Bond issue recently noted.)

Norfolk, Va.—Finance committee of City Council adopted resolution favoring appropriation of \$250,000 for erection of high-school building. Address The Mayor.

Pottsboro, Texas.—City will vote June 12 on \$6000 bond issue to erect school building. Address The Mayor.

Raleigh, N. C.—North Carolina College of Agriculture and Mechanical Arts will erect engineering building and \$6000 barn.

Raleigh, N. C.—Agricultural and Mechanical College has had plans prepared by Henry E. Bonitz, 213 Princess block, Wilmington, N. C., for proposed Y. M. C. A. building; three stories; brick; terra-cotta trimmings; slate and tin roof; steam heat; estimated cost \$17,500; contract to be awarded July 1.

Raleigh, N. C.—North Carolina College of Agriculture and Mechanical Arts has plans by J. W. Kennedy, Raleigh, for erection of storage and dairy barn; ordinary construction; cost \$5000; will open bids for construction June 29.

San Saba, Texas.—San Saba Independent School District, John Seidens, secretary, will erect school; two stories; stone; steam heat; electric lights. City lately noted as to vote on issuance of bonds June 7.

Sapulpa, Okla.—Directors of School District No. 22, Creek county, Oklahoma, will receive bids until June 12 for furnishing material and construction of two-story four-room brick schoolhouse for said district, according to plans and specifications now on file in the office of Dr. Wheeler, Mannford, Okla., and the office of the County Superintendent, Sapulpa, Okla.; certified check for \$100; building to be completed within 90 days from the letting of contract; F. R. Wheeler, F. M. Conrod, R. F. Bruner, directors of School Board.

Seminole, Texas.—City has voted \$11,500 of bonds to erect school building. Address The Mayor.

Shreveport, La.—C. E. Byrd, superintendent Board of School Commissioners, has plans by Edward Mild, Shreveport, for erection of school; brick; hot-blast heating plant; electric lights; cost \$60,000, exclusive of furniture; will install manual training wood shop and iron forge and foundry.

Snyder, Texas.—City has voted \$25,000 for improving one and erecting two new school buildings. Address The Mayor.

Stringtown, Okla.—City awarded contract to Fred Tibbets and Will Eyer, Denison, Texas, for erection of proposed \$8000 brick school building.

Troup, Texas.—City will vote on \$25,000 bond issue to erect school building. Address The Mayor.

Truscott, Texas.—City has voted \$6500 bond issue to erect school building. Address The Mayor.

Tuscaloosa, Ala.—City will probably erect \$3000 school building for negroes, to replace burned structure. Address The Mayor.

Union, S. C.—City contemplates voting on \$20,000 bond issue to erect school building and auditorium. Address The Mayor.

University, Miss.—University of Mississippi has plans by H. N. Austin, Jackson, Miss., for library building mentioned in April; steam heat; electric lights; cost \$5000.

University, Va.—University of Virginia has plans by J. K. Peebles, Norfolk, Va., for law building; 100x160 feet; ordinary construction; steam heat; electric lights; plans by C. F. Allen, Buckingham, W. Va.; A. A. Arnold, president Board of Education.

Van Alstyne, Texas.—City will erect school building; two stories; brick; four rooms, assembly hall and basement; ordinary construction; hot-water or steam heat; cost \$15,000; G. F. McDonough, secretary School Board; has voted \$12,500 of bonds. (See "Machinery Wanted.") Recently noted.)

Weston, W. Va.—City will vote June 15 on \$70,000 bond issue to erect three school buildings recently mentioned; plans to erect 16-room brick structure with basement and large auditorium, and two four-room brick buildings—one at Haleville, the other Polk Creek Addition; fan system hot-air heating; gas and electric lighting; plans by C. F. Allen, Buckingham, W. Va.; A. A. Arnold, president Board of Education.

Wilburton, Okla.—City has voted \$45,000 of bonds to erect school building. Address The Mayor.

THEATERS

Baltimore, Md.—George Konstant of George Konstant & Sons, 869-871 Lexington St., awarded contract to E. Seickmann, 1808 North Chester St., Baltimore, to erect moving-picture and vaudeville theater at Fulton avenue and Francis street; 28x50 feet; one story; interior to have metal covering; incandescent lighting; cost \$4000.

Dallas, Texas.—Dallas Coliseum Co., H. H. Adams, chairman, has decided upon general specifications for coliseum recently mentioned; 150x250 feet; arena 90x200 feet; steel frame; commercial cement stone; arena to have polished cement floor; architects are invited to submit plans and estimates until June 10, and are to correspond with W. I. Yopp, 198 Main St., for information; requested that plans include system that will provide for cooling of building in summer and for heating in winter. (Recently mentioned.)

Hastings, Fla.—E. J. Seymour will erect moving-picture theater.

Jacksonville, Fla.—G. D. Jackson, A. B. Hoyt and others awarded contract to W. S. Kads of Jacksonville to erect theater; two stories; seating capacity, 600.

San Antonio, Texas.—L. J. Hart, J. M. Nix and others are interested in organization of company to erect opera-house; site 162x113 feet; reinforced concrete; fireproof; capacity 2000; cost reported, \$200,000; propose to lease structure to Interstate Amusement Co. (Recently mentioned.)

Winston-Salem, N. C.—A. C. Green, W. H. Clinard and others will erect open-air theater; 36x110 feet; seating capacity, 700; cost \$2000; contract for foundation awarded to Ebert & Nading, and for building to H. A. Wallace & Son, both of Winston-Salem.

WAREHOUSES

Baltimore, Md.—Standard Oil Co. has plans by its architects for distributing station on Harford avenue, between Baltimore & Ohio Railroad tracks and Polk street; plans provide for light warehouse, two stories, 20x60 feet, to cost \$2000; one-story engine and pump house, 15x13 feet, to cost \$200; one-story office building, 16x42 feet, cost \$1300, and two-story stable and warehouse, 32x110 feet, cost \$5000; Thomas Goodwillie, general manager of Baltimore division, 907 Maryland Trust Bldg.; New York offices at 26 Broadway.

Baltimore, Md.—Charles J. Bonaparte, trustee, 216 St. Paul St., will erect warehouse at Paca and German streets; four stories; 50x100 feet; mill construction; brick; slag roof; elevators; steam heat; electricity for light and power; contractors estimating include John Cowan, 106 West Madison St.; Morrow Bros., 318 West Saratoga St.; Charles L. Stockhausen, 4 Marine Bank Bldg.

Farwell, Texas.—Farmers' Union Warehouse Corporation incorporated with \$3000 capital stock by W. H. Tisdell, C. U. Huber and J. M. Neeley.

Henderson, N. C.—Farmers' Warehouse Co. will erect tobacco warehouse; J. H. Sheatham and G. W. Knott, South Hill, Va., are interested.

Kansas City, Mo.—Security Storage & Warehouse Co. purchased site, 72x120 feet, on which to erect warehouse; five stories; reinforced concrete; cost \$75,000.

Lexington, Ky.—Central Kentucky Tobacco Warehouse Co. incorporated by A. P. Gooding, Jr., O. H. Chenault, R. L. Baker and others to erect tobacco warehouse; two stories; brick; dimensions, 352 feet; sales capacity, 600,000 pounds daily; will also erect one-story brick building, 100x240 feet, for drying purposes.

Memphis, Tenn.—Farmers' Union arranging for establishment of \$1,000,000 cotton warehouse at Memphis, consolidating under one management about 200 warehouses owned by union in Tennessee, Arkansas and Missouri; Farmers' Union Cotton Co. of Memphis will be name of new corporation, and it will succeed Farmers' Union Cotton Co. of Memphis, B. G. West, general manager, 32 North Front St.; charter may be secured in Mississippi, but office and main warehouse will be in Memphis, from which shipment direct to mills will be made.

Savannah, Ga.—J. H. McKenzie's Sons, Augusta, Ga., contractors, are about to begin erection of proposed warehouse for American Can Co.; building to be two stories, 60x150 feet.

St. Augustine, Fla.—A. W. Corbett has awarded contract to E. Master, St. Augustine, for erection of warehouse; 60x144 feet; cost \$50,000; plans by Robinson & Reidy, St. Augustine.

Washington, D. C.—James Barrett, builder, is having plans prepared by N. T. Haller &

Co., Corcoran Bldg., Washington, for warehouse; frontage 40 feet; depth, 100 feet; three stories; brick; steel frame.

RAILROAD CONSTRUCTION

RAILWAYS

Ardmore, Okla.—Oscar O. Ayres, Ardmore, writes the Manufacturers' Record that he will build a belt line interurban railroad out of Ardmore. Particulars later.

Beaumont, Texas.—Reported that the Union Bridge & Construction Co. of Kansas City has begun work on the permanent work of the Colorado Southern, New Orleans & Pacific Railway bridge over the Atchafalaya River, to be completed in several weeks.

Beaumont, Texas.—Col. I. D. Polk of Beaumont is quoted as saying that financing has been arranged to build the proposed electric railway from the Beaumont Country Club via Beaumont and Spindle Top to Port Arthur and the docks. No announcement yet as to when construction will begin.

Blytheville, Ark.—Construction is reported begun on an extension of the Blytheville, Leachville & Arkansas Southern Railroad in Mississippi and Craighead counties, 12 miles. A. C. Lange is secretary and general manager at Blytheville, Ark.

Brewton, Ala.—The Cedar Creek Mill Co. of Brewton informs the Manufacturers' Record that it will not now build its railroad through from Brewton to Andalusia. It may be built there some day, but no plans are yet made.

Brownwood, Texas.—The Gulf, Colorado & Santa Fe Railway will, according to a press report quoting F. G. Pettibone, vice-president and general manager, build the contemplated line from either Brownwood or Coleman northwest to connect with the Pecos Valley lines. C. F. W. Felt is chief engineer at Galveston, Texas.

Carthage, Tenn.—Concerning the press report that the Tennessee Central Railroad would be extended from Carthage to Middleton, Tenn., an officer of the line informs the Manufacturers' Record that he does not know anything of such a plan and does not think it has been suggested.

Castalia, N. C.—A letter to the Manufacturers' Record confirms the report that negotiations are under way between a committee representing the town of Castalia and the Tar River Lumber Co. of Rocky Mount, N. C., to secure an extension of the Rocky Mount & Northern Railroad to Castalia, 22 miles west of Rocky Mount. No deal has yet been closed.

Cleveland, Texas.—A bonus of \$7500 has been subscribed and contract signed for the proposed Houston, Fostoria & Northern Railroad, which is to be built from Fostoria, near Cleveland, Texas, to Cold Springs by the Foster Lumber Co. of Houston.

Clinton, Okla.—An officer of the Frisco system informs the Manufacturers' Record that it is not certain when passing tracks will be built at Clinton, Okla.

Columbus, Miss.—A press dispatch says that the Interstate Lumber Co. of Columbus is obtaining right of way for a railroad from either Columbus or Stevens via Vernon to Sulligent, Ala., on the Frisco line.

Dante, Va.—Official: The Carolina, Clinchfield & Ohio Railway Co. let contract May 29 to the Rinehart & Dennis Company of Washington, D. C., for seven miles of railroad from Kiser, on the Church Valley Division of the Norfolk & Western Railway, to the summit of Sandy Ridge. This is the first work on the Elkhorn extension from Dante, Va., to Elkhorn City, Ky., 40 miles. M. J. Caples is chief engineer at Johnson City, Tenn.

Elizabethtown, N. C.—The election to vote on bonds in aid of a railroad from Elizabethtown to St. Paul, on the Virginia & Carolina Southern Railroad, resulted in a defeat for the bonds, according to a press report.

Ellisville, Miss.—Construction is reported actively under way on a railroad from Ellisville to Kola, Miss., and toward Monticello. Mulford Parker of Ellisville is said to be interested.

El Reno, Okla.—An officer of the Fort Smith & Western Railroad writes the Manufacturers' Record that the company has not yet made any definite arrangements for extending southwest from El Reno, but the matter has been under consideration for some time. W. M. Bushnell is general manager at Fort Smith, Ark.

Fincastle, Va.—The Catawba Coal & Iron Co. has been chartered and will build a railroad to develop iron and coal lands in Botetourt county, connecting with either the Norfolk & Western or the Chesapeake & Ohio

Railway. C. E. Willis of Fincastle, Va., and others are interested.

Franklin, La.—An officer of the Franklin & Abbeville Railroad is quoted as saying that an extension will be made to Royville, 16 miles. W. Y. Kemper is chief engineer at Franklin, La.

Frederick, Okla.—The Wichita Falls & Northwestern Railway Co. has filed mortgage to secure \$2,300,000 of bonds to cover present line and to provide for extension from Frederick to Altus, Okla., now under construction, and from Altus to Mangum and Elk City, which is projected. J. A. Kemp is president and Frank Kell vice-president and general manager at Wichita Falls, Texas.

Gassaway, W. Va.—The Manufacturers' Record is officially informed that it is proposed to build the Elk & Little Kanawha Railroad from Gassaway to a point near Rosedale, about 16 miles, but details are not yet settled. C. P. Peyton, 905-907 Kanawha St., Charleston, W. Va., is engineer in charge.

Greenville, S. C.—Clemson College will, it is reported, build an electric railway to connect with Calhoun, and will eventually extend it to Cherry Station, on the Blue Ridge Railroad.

Harrisburg, Ark.—A temporary organization has been formed to build a railroad from Newport, Ark., via Harrisburg to Memphis. J. H. Pilling is chairman; S. T. Mayo, secretary.

Hobart, Okla.—Contract is reported signed with the Kaufman Construction Co. of Toledo, Ohio, to build 633 miles of interurban lines in the southwestern part of Oklahoma. A street railway will also be built in Hobart. Estimated cost of line, \$4,000,000. This is the plan of the Oklahoma Midland Electric Railway Co., H. H. Hoover, president; J. H. Montgomery, secretary, both at Hobart, Okla.; address, 204 East 4th street. A bond issue of not over \$5,000,000 at 5 per cent. is proposed. C. Townsend Blake is vice-president and R. E. Nye treasurer. W. T. Crossland of Chickasha, Okla., is also interested. Previously reported as the Hobart Motor Railroad and the Hobart Interurban.

Hodge, La.—The North Louisiana & Gulf Railroad Co. is completing a location survey for an extension, which, according to a previous official report, will be five miles long, from Shady, La., to a connection with the Louisiana & Northwestern Railway. O. E. Hodge is general manager at Hodge, La.

Huntington, W. Va.—The Baltimore & Ohio Railroad, it is reported, contemplates making improvements on the Ohio River line between Huntington and Kenova, W. Va. It is rumored that several trestles will be replaced with steel bridges. A. M. Kinsman is chief engineer at Baltimore, Md.

Huntington, W. Va.—An officer of the Baltimore & Ohio Railroad informs the Manufacturers' Record that the company does not contemplate work between Huntington and Kenova, W. Va. This denies press report that improvements would be made there on the Ohio River division.

Kansas City, Mo.—It is announced that the Townsend-Enright Syndicate will build a double-track railroad to be operated by both steam and electricity between Kansas City and St. Joseph, Mo., 52 miles. Construction is reported begun six miles from Dearborn. George Townsend of Kansas City and Chas. F. Enright of St. Joseph, Mo., are interested. A branch to Cameron, Mo., is proposed. The Kansas City Junction Railway Co., the Jackson County Railway Co., the Missouri River & Cameron Railway Co. and the Lewis Bridge Co. will, it is reported, be consolidated as the Kansas City & St. Joseph Terminal & Railway Co. Two bridges will be built, one costing \$500,000 over the Kaw River and another \$1,500,000 over the Missouri River. A big terminal on the river front, estimated to cost about \$2,000,000, with a large depot, is in the plan.

Kennard, Texas.—An official letter to the Manufacturers' Record says that the Texas Southeastern Railroad Co. contemplates making an extension to Crockett, Texas. Particulars cannot now be announced. Office at Diboll, Texas.

Lake Arthur, La.—The Lake Arthur & Northern Railroad Co. is expected to begin survey within two weeks for its proposed line from Lake Arthur via Jennings to a connection with the Colorado Southern, New Orleans & Pacific Railway. W. B. Conover is president and E. P. Fox general manager, both at Lake Arthur. George B. Seigler and B. B. Bliss of Jennings, La., are also interested.

Lexington, Ky.—An official of the Central Kentucky Traction Co. confirms the report in the Manufacturers' Record that an electric interurban railway will be built from Lexington to Nicholasville, Ky., 12 miles,

construction beginning this week. Maximum grade 2 per cent. and maximum curve 2 degrees. Considerable cut and fill work is necessary. Entire contract let to David Pepper, Jr., of Philadelphia.

Lubbock, Texas.—The Altus, Lubbock, Roswell & El Paso Railroad Co. has been chartered to build the line in Texas for the Altus, Roswell & El Paso Railway, which is under construction from Altus, Okla., through Texas to Roswell, N. M., and El Paso, Texas. Edward Kennedy of Altus, Okla., and others are interested.

Miles Station, Texas.—A dispatch from Paint Rock reports work begun on the Concho, San Saba & Llano Valley Railroad to connect Miles Station and Paint Rock. Work is to start at Miles Station immediately.

Mobile, Ala.—Rumored that the Mobile, Jackson & Kansas City Railroad Co. interests have completed plans for reorganization and for building an extension from Middleton, Tenn., to Cincinnati, Ohio.

Moss Point, Miss.—The Pascagoula Northern Railway Co. has been organized for a line from Moss Point northward to Meridian, Miss. Those interested are A. S. Denny, A. P. Denny, S. D. Denny, W. M. Denny, J. W. Griffin and N. McInnis.

Nashville, Tenn.—An officer of the Nashville & Crocker Springs Rapid Transit Railway Co. is reported as saying that surveys have been made and capital secured to build the proposed line of 10½ miles to connect the two points named. Capital stock, \$50,000. Lee Guggenheim is president and general manager; W. F. Webb, vice-president; R. R. Jones, secretary, and J. E. Leadley, chief engineer; office, 302 First National Bank Building, Nashville, Tenn.

Nashville, Tenn.—The Nashville Railway & Light Co. has applied for an amended charter and proposes to build a network of electric lines in Davidson county to connect with Goodlettsville, Nolensville, Paradise Ridge, Una, Belle Meade, Franklin, Bordeaux and several other points. President Percy Warner is reported as saying that immediate construction of all of these is not contemplated. Altogether about 18 different pieces of track are proposed.

Newton, Texas.—Location survey is reported complete to extend the Orange & Northwestern Railroad from Newton to Hemphill, Texas, 36 miles. C. H. Flisk is engineer at Beaumont, Texas. L. Miller of Orange, Texas, is president.

Odessa, Fla.—The Gulf Pine Co. of Odessa, it is reported, contemplates building an extension of its railroad, the Odessa & Keystone Park, to Tarpon Springs. The line is now 12 miles long from Odessa to the Tampa Northern Railroad, two miles north of Stempers.

Oklahoma City, Okla.—Concerning the report that the Missouri, Kansas & Texas Railway would revise tracks north of Oklahoma City, an official informs the Manufacturers' Record that one revision of three miles is being made at Witcher Station and another of 10 miles between Fallis and Luther, Okla., both pieces of work being in the Deep Fork Valley, and track is to be laid above flood level. The Walsh Construction Co. of Davenport, Iowa, has the contract. W. J. Smith is engineer in charge at Fallis, Okla. The railroad company is building the bridges and concrete culverts.

Oklahoma City, Okla.—Survey is reported under way for the belt line railroad to be built by Morris & Co. of Chicago, who are to build packing plant. Rudolph Oesterle is chief engineer.

Okmulgee, Okla.—The voters of Okmulgee have granted a franchise by a large majority to the Okmulgee Interurban Railway Co. Work is to begin in the city in a few days.

Okmulgee, Okla.—The Okmulgee Electric Railway Co., said to be backed by the Central Trust Co. of St. Louis, is seeking a franchise and proposes to build a line southward to the oil fields and to connect with the Missouri, Oklahoma & Gulf Railroad. W. D. Todd of Okmulgee and others are interested.

Pecos, Texas.—Reported that forces have been assembled to begin work immediately on the Pecos, Toyah Valley & Southwestern Railroad from Pecos to Marfa. Charter has been filed at Austin as the Pecos Valley Southern Railway Co.; capital \$45,000. Line from Pecos south to a point south of San Solomon Spring near the boundary between Reeves and Jeff Davis counties, 45 miles. The incorporators are M. L. Swinehart, J. F. McKenzie, J. G. Love, F. W. Johnson, W. D. Cowan, B. R. Stine and Will P. Brady of Pecos; E. D. Balcome, Balmorhea, Texas; H. Robbins, Saragosa, and C. W. Giffin, Toyahvale.

Quanah, Texas.—Citizens in mass meeting are reported to have accepted a proposition

to build the Quanah, Hollis & Wellington Railroad connecting the three points named. The Mayor may be able to give information.

Rome, Ga.—An official letter to the Manufacturers' Record confirms the report that the grading contract for the Rome & Northern Railroad has been let to Burke & Joseph of Cape Girardeau, Mo., to cover line from Rome to Gore, Ga. Road will be continued north later; termination unknown at present. Construction begins June 1. H. M. Smith is chief engineer.

Ronceverte, W. Va.—An officer of the Chesapeake & Ohio Railway writes the Manufacturers' Record denying the press report that the company contemplates building a branch from Ronceverte to Rupert, W. Va., about 40 miles. He says there is nothing whatever in it.

Salisbury, N. C.—Franchise reported granted to a syndicated to build an electric railway from Salisbury to Granite Quarry, Faith and other points five miles southward. The Mayor may be able to give information.

San Angelo, Texas.—W. E. Japet of the Concho Engineering Co. and E. S. Hamilton of San Angelo are reported to have made a survey for the proposed railroad between San Angelo and San Antonio via Menardville, Fredericksburg, Loyal Valley, Kerrville and other points.

San Antonio, Texas.—The Metropolitan Steam & Electric Railway Co., capital \$100,000, has been incorporated under the laws of Delaware by John G. Marmion of San Antonio, Texas; M. Kaufman of Yorktown, Texas, and E. L. Squires. The object of the company is not yet announced.

Stamford, Texas.—The Stamford & Northwestern Railroad Co. has, it is reported, decided to extend its line eight miles more than the 75 miles originally proposed. F. S. Hastings, R. V. Colbert and others of Stamford are interested.

St. Petersburg, Fla.—The St. Petersburg & Gulf Railway will, it is reported, begin work immediately on the branch to Bayboro, 1½ miles.

Tampa, Fla.—The Tampa Northern Railroad Co. is reported making arrangements to build an extension into West Tampa. John Pasco is chief engineer at Tampa, Fla.

Taylor, Texas.—Col. M. R. Hoxie of Lexington, Texas, is reported to have again taken up the plan to build the proposed Taylor, Sommersville & Gulf Railroad to connect Taylor and Sommersville, as proposed two years ago.

Temple, Texas.—A member of the Temple committee on the proposed electric railroad from there to Waco writes the Manufacturers' Record that a company of \$25,000 capital stock has been organized to make preliminary surveys, secure rights of way, franchises, etc. Chas. M. Campbell is chairman. A dispatch from Waco says that the name of the new corporation is Central Texas Development Co. G. E. Wilcox of Temple is president; W. J. Neale of Waco, vice-president; W. L. Prather of Waco, secretary; P. L. Downs of Temple, treasurer.

Tyler, Texas.—M. J. Healy, care of the Tyler Commercial Club, informs the Manufacturers' Record that he wants to hear from construction companies and contractors, who can give bond for \$100,000, to build the first 30 miles of the proposed St. Louis, Oklahoma & Texas Railway northward from Tyler toward Paris, Texas.

Vicksburg, Miss.—Houston Brothers are reported as saying that they will build the proposed electric railway for which they have a franchise from Vicksburg along the National Cemetery road.

Victoria, Texas.—J. C. Johnson of the Calhoun Cattle Co., it is reported, has secured right of way from Bloomington to Port O'Connor and will build the line projected by the Port O'Connor, Rio Grande & Northern Railroad Co., in which Mike Goggin of San Antonio and others are interested.

Winchester, Ky.—The Winchester Commercial Club has appointed a committee composed of Frank Murphy and others to consider the proposed electric railway to connect Winchester, North Middletown and Sharpsburg.

STREET RAILWAYS

Chickasha, Okla.—Lawrence Martin of Chickasha has applied for a street-railway franchise. Col. C. F. Woodward of Boston is said to be interested.

Chickasha, Okla.—The Council has granted a franchise for a street railway to Lawrence Martin, which must be approved by popular vote before it is operative.

Houston, Texas.—The South End Land Co., according to a press report, contemplates building a street railway from its property near Rice Station to connect with Houston.

Newbern, N. C.—The Newbern Power Co. has been chartered to build a street railway and manufacture cars. Capital authorized, \$500,000. R. P. Foster, J. W. Stewart, R. A. Nunn and M. D. Lane are the incorporators.

San Antonio, Texas.—The San Antonio Traction Co., it is reported, will build an extension of about three miles to Lakeview, work to begin immediately.

Wheeling, W. Va.—G. O. Nagle, general manager of the Wheeling Traction Co., is reported as saying that the company will rebuild three miles of track and will also make other betterments.

Wheeling, W. Va.—The City & Elm Grove Railroad Co. has applied for a franchise in Ohio county to build a line on the National road, beginning at Elm Grove and extending to the Wheeling Park property.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Asphalt Repair Plant.—Board of Public Works, Mobile, Ala., wants small asphalt-mixing repair plant; capacity about 250 yards per day; Wright Smith, chief engineer.

Asphalt Repair Plant.—Board of Public Works, Robert W. Goodwin, secretary, Kansas City, Mo., will open bids June 9 for erection of asphalt repair plant; certified check \$500; each bidder to submit with proposal complete plans and detailed specifications; specifications on file in office of board; extra copies on application to City Engineer.

Automobile.—W. A. Teel, Jr., Box 62, Greenville, N. C., wants runabout automobile.

Automobile.—R. B. Bradford, West Fort Meade, Fla., wants freight automobile.

Basket and Crate Machinery.—See "Veneer Machinery."

Boiler.—McCormick Lumber Co., Box 35, DeLand, Fla., wants 60-horse-power horizontal tubular boiler.

Boiler.—Rome Scale & Manufacturing Co., Rome, Ga., wants 75-horse-power boiler.

Boiler.—C. T. Pell, Roxobel, N. C., wants second-hand 60-horse-power boiler.

Boilers.—C. C. Manson, Memphis, Tenn., in market for two horizontal tubular boilers, 66 inches by 18 feet, with 54 four-inch flues, two steam drums 40 inches by 10 feet, running longitudinally by suspended half-arch fronts, f. o. b. Memphis, together with breeching, smokestack and appurtenances, to stand 125 pounds working pressure; Hartford inspection.

Boilers.—See "Engines and Boilers."

Brick Machinery.—Hill & Anderson, First National Bank Bldg., Millen, Ga., wants brick machinery.

Bridge.—Cabell County Commissioners, Barboursville, W. Va., will receive bids until July 8 for erection of iron and steel superstructure for highway bridge over Guyandotte River.

Bridge Construction.—A. A. Blackwell, T. B. Crawford and J. C. Thomas, Commissioners of Roads and Revenues for Elbert county, Elberton, Ga., and W. J. Knox, Commissioner of Roads and Revenue for Oglethorpe county, Lexington, Ga., will receive bids until June 15 for rebuilding county line bridge across Broad River at Mattox Ferry Place; counties to furnish materials; plans and specifications on file in offices of Commissioners of Roads and Revenues of both counties.

Broom Machinery.—J. Hugh Miller, Box 255, Shepherdstown, W. Va., wants addresses of manufacturers of broom machinery and supplies.

Building Materials.—E. English, chairman Warren County Courthouse Commissioners, Warren, Ga., will want prices on all building material for \$30,000 courthouse.

Building Materials.—Searcy Concrete Block & Paving Co., Searcy, Ark., wants prices on cement, lime, plaster, press brick and laths.

Cleaning Equipment.—See "Electric Clean-

Cars.—Patten Manufacturing Co., Chattanooga, Tenn., wants catalogues and price-lists of dump cars.

Cars.—A. V. Kaiser & Co., 739 Drexel Bldg., Philadelphia, Pa., want theatrical private car containing kitchen, dining-room, baggage and sleeping compartments for 12 persons and one stateroom for two persons and office.

Cement.—Allen Bros. Company, Louisville, N. C., wants prices on Portland cement for concrete.

Cement-tile Machine.—Wm. S. Dunmore, Box 225, Georgetown, S. C., wants prices on cement sidewalk tile machine.

Coal.—Treasurer's Office, U. S. Soldiers' Home, Washington, D. C. Sealed proposals will be received until June 9 for furnishing coal for fiscal year ending June 30, 1910, as follows: Bituminous, 6000 tons; anthracite, stove, 300 tons. For specifications, schedules and further information apply to H. M. Kendall, Lieut.-Col., U. S. A., treasurer.

Coal.—U. S. Engineer office, Custom-house, St. Louis, Mo. Sealed proposals for furnishing coal for improving Mississippi River between mouths of Ohio and Missouri rivers and removing obstructions in Mississippi River will be received until June 16; information on application; W. H. Bixby, Colonel, Engineers.

Concrete-block Machinery.—Searcy Concrete Block & Paving Co., Searcy, Ark., will open bids June 10 for concrete-block machinery.

Concrete Mixer.—A. V. Kaiser & Co., 739 Drexel Bldg., Philadelphia, Pa., want concrete mixer.

Concrete Mixer.—W. A. Lambeth, superintendent of buildings and grounds, University, Va., wants concrete mixer.

Cotton Gins.—C. C. MacKee, No. 4 Queens Rd., Hong-Kong, China, wants data and prices on cotton gins, hand and power.

Crane.—Proposals will be received at Bureau of Yards and Docks, Navy Department, Washington, D. C., until June 26 for one locomotive jib crane of 40 gross tons capacity at U. S. Navy-yard, Norfolk, Va. Specifications can be obtained on application to bureau or to commandant of Navy-yard named. R. C. Holliday, chief of bureau.

Crusher.—John M. Greene, Drexel Bldg., Philadelphia, Pa., wants No. 5 Champion stone crusher; second-hand, in first-class condition.

Cultivator Teeth.—C. W. Brown, Lewiston, N. C., wants prices on forged cultivator teeth.

Derrick Supplies.—Patten Manufacturing Co., Chattanooga, Tenn., wants catalogues and price-lists of derrick iron, winches, bottom-dump buckets, dump cars, etc.

Desks.—H. B. Elliott, chairman School Trustees, Peachtree, N. C., wants prices on 150 to 200 school desks delivered at Murphy, N. C.

Drop-forge Work.—Williamson Submarine Corporation, 709-704 Paul-Gale-Greenwood Bldg., Norfolk, Va., in market for drop-forge work in large quantities.

Drying Machinery.—Frank L. Priest, 513 Locust St., St. Louis, Mo., will want drying and pulverizing machinery for fuller's earth.

Dust Collector.—McCormick Lumber Co., Box 35, DeLand, Fla., wants dust and shavings collector for planing mill.

Electric Cleaners.—J. W. Taylor, Corinth, Miss., wants addresses of manufacturers of electric cleaners for residence and general use.

Electric Conduits and Wiring.—See Corsicana, Texas, under "Government and State Buildings."

Electric-lighting Plant.—J. L. Smathers, Murphy, N. C., wants electric-lighting plant for store and office building.

Electric Plant.—"Machinery," Weldon, N. C., wants second-hand electric plant from 750 to 1000 lights, also power for electric plant and grist or flour mill.

Electric Wiring.—See Fort Dade, Fla., under "Government and State Buildings."

Electric Wiring.—See Fort Sill, Okla., under "Government and State Buildings."

Electric Wiring and Fixtures.—See Fort Monroe, Va., under "Government and State Buildings."

Electrical Machinery.—Sumter Ice, Light & Power Co., Sumter, S. C., in market for 300-kilowatt generator, exciter, 50 6.10-ampere series arc lamps and one 400-horse-power engine.

Electrical Machinery.—Walworth & Neville Manufacturing Co., Pinebluff, Miss., wants second-hand dynamo; direct current; 200 to 300 16-candle-power lights.

Elevator.—Treasury Department, office of Supervising Architect, James Knox Taylor, Washington, D. C. Sealed proposals will be received until June 14 for electric passenger

elevator at United States courthouse and postoffice, Chattanooga, Tenn., in accordance with drawings and specifications, copies of which may be had at above office, at discretion of architect.

Elevators.—J. B. Hughes & Co., Hastings, Fla., want quotations on elevators for \$8400 mercantile building.

Engine.—McCormick Lumber Co., Box 35, DeLand, Fla., wants 50-horse-power engine.

Engine.—Rome Scale & Manufacturing Co., Rome, Ga., wants 50-horse-power stationary engine.

Engine.—J. H. Macleary, Suffolk, Va., in market for 225-horse-power automatic side-crank engine; only manufacturers need answer.

Engine.—L. Brookbank, Greensboro, N. C., in market for 12x30 Corliss engine; left-hand preferred.

Engine and Boiler.—C. T. Pell, Roxobel, N. C., wants second-hand 40-horse-power engine and 60-horse-power boiler.

Engineers.—City of Edenton, N. C., F. R. Conger, Mayor, wants to correspond with sanitary engineers relative to construction of sewer system.

Engines and Boilers.—Patten Manufacturing Co., Chattanooga, Tenn., wants catalogues and prices on engines and boilers mounted together for connection to hoisting engines.

Flour-mill Equipment.—C. J. Lucas, Stony Man, R. F. D. from Luray, Va., will want equipment for flour mill.

Foundry.—Diamond Iron Works, T. B. Coyne, president, Hammond, La., will soon want small foundry outfit.

Gas Engine.—Sumter Ice, Light & Power Co., Sumter, S. C., wants 400-horse-power producer-gas engine.

Gas Lights.—M. L. Smith, pastor M. E. Church South, Prentiss, Miss., wants prices on gaslights for church.

Grading Machine.—Rome Scale & Manufacturing Co., Rome, Ga., wants grading machine for marking pounds and fractions of pounds on scale beams.

Hardware.—See "Tramway fixtures."

Heating.—See Enid, Okla., under "Municipal Buildings."

Heating.—Bids will be opened June 12 at office of A. M. Bixey, secretary Board of Trustees, Mounds, Okla., for heating, ventilation, sewerage, lighting and plumbing for \$20,000 school building; certified check for \$500; plans and specifications on file at office of Mr. Bixey, Mounds; P. T. Frye, Sapulpa, Okla., and Charles Sudhoefer, architect, Muskogee, Okla., or can be had on deposit of \$25. (See "Schools.")

Heating Apparatus.—See Corsicana, Texas, under "Government and State Buildings."

Heating Apparatus.—Ferris Independent School District Commissioners, S. A. Malloy, secretary, Ferris, Texas, wants to correspond with manufacturers of hot-water heating apparatus for \$30,000 school.

Heating Appliances.—Walker, Evans & Cogswell Company, 3 and 5 Broad St., Charleston, S. C., wants information on heating appliances.

Heating Plant.—Bids will be received by J. M. Wheelon, clerk Board of Education, Glenpool, Okla., for heating and ventilating school building; certified check or security bond for \$50; plans and specifications on file at office of clerk or of Geo. P. Washburn & Sons, architects, 413 South Main St., Ottawa, Kans. (See "Schools.")

Heating Plant.—See Fort Monroe, Va., under "Government and State Buildings."

Heating Plant.—Stanislaus Russell, Clifton Ave. and 7th St., Baltimore, Md., wants estimates for hot-water heating plant for \$10,000 residence.

Heating Plant.—J. L. Smathers, Murphy, N. C., wants steam-heating plant for store and office building.

Heating Plant.—Office of Constructing Quartermaster, Fort Sill, Okla. Sealed proposals will be received until June 21 for installation of central heating plant, operated either with hot water, vacuum or low-pressure steam, and including all machinery necessary to operate same, and complete circulating system radiators, etc.; boilers will not be included in proposals; plans, specifications, blank proposals, etc., will be furnished on application to above office; certified check for \$25. Address Capt. David L. Stone, Constructing Quartermaster, Fort Sill, Okla.

Heating Plant.—G. F. McDonough, secretary School Board, Van Alstyne, Texas, wants prices on hot-water or steam-heating plant for \$15,000 school.

Iron and Steel.—J. B. Hughes & Co., Hastings, Fla., wants quotations on cast-iron

columns and steel beams for \$8400 mercantile building.

Iron Castings.—Williamson Submarine Corporation, 700-704 Paul-Gale-Greenwood Bldg., Norfolk, Va., in market for malleable-iron castings in large quantities.

Iron Lintels.—Department of Justice, Office of R. V. La Dow, Superintendent of Prisons, Washington, D. C. Sealed proposals will be received until June 26 for furnishing and delivering at United States Penitentiary, Atlanta, Ga., cast-iron lintels in accordance with specifications. Copies of the specifications, together with further information, may be had upon application at above office.

Iron Planer.—A. V. Kaiser & Co., 739 Drexel Bldg., Philadelphia, Pa., want iron planer; 42x8x12, double head.

Iron Work, etc.—Office of Constructing Officer, U. S. Soldiers' Home, Washington, D. C. Proposals will be received until June 22 for light iron work, consisting of platforms, galleries, gallery stairs, etc., for new central power plant at Soldiers' Home; plans and specifications on application to Brig.-Gen. Crosby P. Miller, U. S. Army, retired, Constructing Officer.

Laundry Machinery.—Hill & Anderson, First National Bank Bldg., Millen, Ga., wants steam laundry machinery.

Lighting.—See "Heating."

Lighting Fixtures.—Stanislaus Russell, Clifton Ave. and 7th St., Baltimore, Md., wants estimates on electric and gas lighting fixtures.

Lighting Generator.—C. J. Lucas, Stony Man, R. F. D. from Luray, Va., wants small generator for lighting purposes.

Lithographic Stone.—W. F. Bradshaw, Paducah, Ky., wants addresses of dealers in crude lithographic stone.

Locomotive.—Davidson Lumber Co., Camden, S. C., wants second-hand standard-gauge wood-burning locomotive.

Locomotives.—A. V. Kaiser & Co., 739 Drexel Bldg., Philadelphia, Pa., want 36-inch-gauge saddle-tank locomotive; 9x14 or 10x16.

Logging Trucks.—Davidson Lumber Co., Camden, S. C., wants 10 logging trucks.

Lumber.—Chicago, Rock Island & Pacific Railway, J. M. McCarthy, purchasing agent, Chicago, Ill., is inviting proposals on lumber and ties.

Machinery and Supplies.—Battle & Battle, Greensboro, N. C., want to represent manufacturers of engines, boilers, gas and gasoline engines, woodworking machinery, saw-mill outfits, pumps, belting, shafting, etc., and other machinery and supplies.

Machine Tools.—C. H. Perry, Miami, Fla., wants machinery for automobile repair shop.

Malleable Castings.—C. W. Brown, Lewiston, N. C., wants prices on malleable castings.

Meters.—Mayor, Anadarko, Okla., will receive bids until June 7 for purchase of 300 water meters and 100 electric-light meters.

Minerals.—Geo. F. Mitchell, 1037 Lishman Ave., New Kensington, Pa., wants catalogues and producer prices on non-metallic minerals.

Oil Refineries.—Frank L. Priest, 513 Locust St., St. Louis, Mo., wants addresses of oil refiners and other users of fuller's earth.

Orange-peel Bucket.—John M. Greene, Drexel Bldg., Philadelphia, Pa., wants three-quarter and one-yard orange-peel buckets; second-hand, in first-class condition.

Paving.—Street Improvement Commission, Murray Vandiver, chairman, Havre de Grace, Md., will receive bids until June 15 for grading and paving certain streets, aggregating 23,000 square yards; bids to be made on blanks furnished by commission on application and payment of \$2; certified check \$200.

Paving.—T. E. Huey, City Engineer, East Lake, Ala., will receive bids until June 12 for construction of 39,000 square yards chert macadam paving, 3900 square yards cement sidewalk, 33,700 linear feet combined curb and gutter, inlets, drains, etc.; plans and specifications may be had at the office of City Engineer.

Paving.—Local Board of Improvement, Seventh Ward, J. D. Hanks, Jr., secretary, Law Bldg., Norfolk, Va., will receive bids until June 10 for paving 34th street with some smooth pavement; 10,300 square yards pavement and 4800 linear feet curbing. Specifications, blank proposal forms, etc., may be had on application at office of City Engineer.

Paving.—Sealed bids for street paving, Temple, Texas, will be received until June 25. Plans and specifications on file in City Engineer's office, Temple, after June 15. Wm. Ginnuth, Mayor.

Pipe.—A. E. Clark, Richlands, Va., wants 1500 feet six-inch cast-iron water pipe.

Piping, etc.—Waccamaw Lumber Co., Bolton, N. C., wants bids on 1½ miles of six-inch water mains, hydrants, etc.; plans and specifications ready.

Plumbing.—See "Heating."

Plumbing.—See Fort Sill, Okla., under "Government and State Buildings."

Plumbing.—See Enid, Okla., under "Municipal Buildings."

Plumbing.—See Fort Monroe, Va., under "Government and State Buildings."

Plumbing.—See Fort Dade, Fla., under "Government and State Buildings."

Plumbing and Gaspiping.—See Corsicana, Texas, under "Government and State Buildings."

Pulverizing Machinery.—Frank L. Priest, 513 Locust St., St. Louis, Mo., will want pulverizing and drying machinery for fuller's earth.

Pump.—City water-works, A. F. Tilley, superintendent, Clarksville, Tenn., wants horizontal pump; capacity of 2,000,000 gallons in 24 hours. (Recent notice incorrect.)

Pump.—Searcy Concrete Block & Paving Co., Searcy, Ark., wants prices on pump.

Pumping Plant.—Baltimore (Md.) Board of Awards will receive bids at office of J. Sewell Thomas, City Register, until June 9 for furnishing pumps, boilers and pipe line for high-pressure pumping plant of Board of Fire Commissioners; copies of specifications and plans can be obtained at office of D. B. Banks, consulting engineer, Maryland Savings Bank Bldg., Baltimore; persons securing copies of specifications and plans must deposit with consulting engineer \$30 for each set of specifications and plans obtained; certified check in following amounts: Pumps, \$10,000; boilers, \$5000; pipe line, \$30,000; drawings and specifications can be obtained at office of consulting engineer; P. W. Wilkinson, secretary Board of Fire Commissioners.

Pumps.—Water Commissioners, Cleveland, Tenn., want specifications on triplex pumps, 10x12 inches, motor driven, with 60-horse-power three-phase alternating-current motor.

Rails.—Jos. E. Bowen, 901 Bank of Commerce Bldg., Norfolk, Va., wants several miles relaying 25 and 30-pound rails.

Rails.—Merrill B. Parker, Chattanooga, Tenn., wants two miles second-hand 30-pound rails.

Registering Machines.—Buffalo Fertilizer Co., Box 411, Montgomery, Ala., wants automatic device for registering number of wheelbarrows rolled over it.

Reinforcing Material.—W. A. Lambeth, superintendent buildings and grounds, University, Va., wants Johnson bar steel for ferro-concrete, also Kahn-Thacker mechanical bond.

Road Construction.—Board of Revenue of Montgomery county, Montgomery, Ala., will receive bids until June 5 for grading and graveling Union Academy and Ada road, about 27,000 cubic yards of earth excavation and 7500 cubic yards of gravel surfacing. Profile and specifications can be seen at office of J. T. Bullen, County Engineer.

Road Construction.—Office of State Highway Commission, Richmond, Va. Bids will be received until June 10 for construction of two and a half miles of macadam road at Paconian Springs, Loudoun county, Virginia; plans and specifications on file at office; at Clerk's office, Leesburg, and with R. H. Walker, Paconian Springs, Va.; certified check, \$250; engineer will be at Paconian Springs June 4 to go over work with prospective bidders; P. St. J. Wilson, State Highway Commissioner.

Road Construction.—Montgomery County Commissioners, Robert G. Hilton, clerk, Rockville, Md., will receive separate bids until June 11 for grading and macadamizing Redland road between Derwood and Mt. Zion, and for grading and macadamizing one mile of Poolesville road, Section 4, between Barnesville and Poolesville; plans and specifications on file at office of County Commissioners at Rockville; proposals to be made on forms furnished by State Geological Survey Commission, to be obtained through its office in Baltimore, Md.; each bid to be accompanied by certified check for \$200.

Road Construction.—Board of managers Maryland State Sanatorium, 406 Equitable Bldg., Baltimore, Md., will receive bids until June 10 for grading and macadamizing 3500 feet of Sanatorium road between county road and Sanatorium buildings; plans and specifications at office board of managers; certified check, \$200; proposals on forms furnished by board through Baltimore office.

Road Construction.—State Roads Commission, John M. Tucker, chairman, Union Trust

Bldg., Baltimore, Md., will receive bids until June 11 for construction of 19 miles of State highway in following counties: Allegany county—Five miles east from Cumberland to Six-Mile House over National Pike; one section 2.4 miles and other section 2.6 miles; also about one mile from Frostburg west to Garrett county line over National Pike. Garrett county—5.55 miles from Oakland toward Thayerville; one section 2.91 miles and other section 2.64 miles. Prince George's county—5.76 miles from Marlboro toward Forestville; one section 2.84 miles and other section 2.92 miles. Harford county—2 miles from St. Ignatius' Church to Forest Hill. Bids to be made upon blanks furnished by commission on application and payment of \$2. Bids will be received upon any or all of said sections; certified check, \$500.

Roofing Materials.—E. C. Tulley, Ozark, Ark., wants 14-ounce copper valleys, slate and tile for \$15,000 church.

Roofing-tile Machinery.—New Star Manufacturing & Construction Co., 622 West 2d St., Oklahoma City, Okla., wants to correspond with manufacturers of roofing-tile machinery.

Rubber Horseshoes.—E. F. Escalante, Hotel Turbide, City of Mexico, wants to represent manufacturers of rubber horseshoes.

Sawmill.—C. T. Pell, Roxobel, N. C., wants sawmill.

School Furniture.—A. E. Taggart, Mayor, Moorehead, Miss., wants desks and seats for \$12,000 school.

Sewerage.—See "Heating."

Sewer Construction.—Commissioners of Sewerage (W. C. Nones, chairman), Equitable Bldg., Louisville, Ky., will receive bids until June 18 for construction of section "C"—2 of Beargrass Interceptor, contract No. 41, and until June 25 for construction of section "A" of Northwestern sewer, contract No. 42, of comprehensive system of sewerage; former work will consist mainly of building 2720 feet of sewer, 5 feet 2 inches in diameter, in trench 28 feet deep, and including 2500 cubic yards of concrete and 152,000 pounds of steel; plans and specifications at office of Commissioners and of Harrison P. Eddy, 14 Beacon St., Boston, Mass.; contract No. 42 will consist of construction of 6 foot 6 inch reinforced concrete sewer outlet into Ohio River at Shawnee Park; section is 530 feet long and will require 1000 cubic yards concrete and 2600 feet of piles; this will be followed in near future by another of similar character, but of larger size and greater length; certified check for 7 per cent. of bid, or bidder's bond, as described in proposal form, to accompany each bid on each contract. J. B. F. Breedmuch, engineer.

Sewer Construction.—V. E. Ohi, City Engineer, Ensley, Ala., will receive bids until June 10 for construction of Avenue H 7-0 circular concrete storm sewer; plans, profiles and information are on file at office of city engineer; bids to construct said sewer of continuous reinforced concrete pipe, when accompanied by description, will also be received and considered; certified check for \$300.

Sewer Construction.—Commissioners of Sewerage, W. C. Nones, chairman, Equitable Bldg., Louisville, Ky., will receive bids until July 2 for construction of 34th-street outlet sewer, contract No. 44 of comprehensive system of sewerage; work will consist of construction of seven-foot reinforced concrete sewer outlet into Ohio River at 34th street; section is 600 feet long and will include about 1000 cubic yards of concrete and 8000 feet of piles; plans and specifications may be seen at office of Commissioners and of Harrison P. Eddy, 14 Beacon St., Boston, Mass.; certified check for at least 7 per cent. of total amount of bid; J. B. F. Breed, chief engineer.

Shingles and Stains.—D. C. Richards, Clinton, Tenn., wants prices on tin or galvanized shingles and slate and stain for shingles used on side.

Spray Manufacturers.—C. H. Perry, Miami, Fla., wants to correspond with manufacturers relative to manufacturing patented spray.

Sprinkler System.—M. B. Moore, 1505 Welch St., Little Rock, Ark., in market for automatic fire sprinkler for rice mill.

Steam Shovel.—A. V. Kaiser & Co., 739 Drexel Bldg., Philadelphia, Pa., want standard-gauge steam shovel; 1½ to 1½ yards.

Steel Shed.—Gulf Compress Co., C. S. Kinney, manager, Vicksburg, Miss., in market for steel shed, metal roof, 132 feet wide, 1080 feet long, 12 feet high at eaves; to carry wind load; no snow load.

Steel Towers.—O. K. Harry Steel Co., St. Louis, Mo., wants steel towers to hold tanks; 50, 60 and 70-foot towers to hold tank of 10,000

gallons capacity, 12 feet in diameter and 12 feet high; also tower to hold 20,000-gallon capacity tank, 16 feet in diameter and 15 feet high.

Surface Condenser, etc.—Bids will be received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until June 21 for furnishing surface condenser, pumps, hose, rubber valves, packing, pipe covering, canvas, etc. Blanks and general information relating to circular No. 514 may be obtained at above office or office of assistant purchasing agents, 24 State street, New York; 316 Hibernia Bank Building, New Orleans; 1086 North Point street, San Francisco, Cal.; also from U. S. Engineer Office in following cities: Seattle, Wash.; Los Angeles, Cal.; Baltimore, Philadelphia, Pittsburgh, Boston, Buffalo, Cleveland, Cincinnati, St. Paul, Detroit, Milwaukee, Chicago, St. Louis, Chattanooga, Louisville, Mobile and Galveston; Commercial Club, Kansas City; Chamber of Commerce, Quincy, Ill., and Chamber of Commerce and Board of Trade, Tacoma, Wash.; F. C. Boggs, Captain, Corps of Engineers, U. S. A., General Purchasing Officer.

Structural Steel.—Department of Justice, Office of R. V. La Dow, Superintendent of Prisons, Washington, D. C. Sealed proposals will be received until June 26 for furnishing and delivering at United States Penitentiary, Atlanta, Ga., structural steel in accordance with specifications. Copies of specifications, together with further information, may be had upon application at above office.

Tank.—McCormick Lumber Co., Box 96, DeLand, Fla., wants prices and data on 10x10 foot wood tank.

Telephone Exchange.—Mississippi Home Telephone Co., Geo. C. Geasler, president, Jackson, Miss., in market for poles, wire, apparatus, conduits, cross-arms, etc., for telephone exchange.

Ties.—See "Lumber."

Tile Machinery.—See "Roofing tile Machinery."

Transom Fixtures.—A. L. Henry, Vidalia, Ga., wants addresses of manufacturers of door and transom fixtures, also of hinges.

Trucks.—See "Logging Trucks."

Valves, etc.—Bids will be received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until July 1 for furnishing valves for controlling main culverts of canal locks, including structural material, castings, bolts, washers, rubber, etc. Blanks and general information

relating to Circular 515 may be obtained at above office or offices of assistant purchasing agents, 24 State street, New York; custom-house, New Orleans; 1086 North Point street, San Francisco, Cal.; also from U. S. Engineer offices in following cities: Seattle, Wash.; Los Angeles, Cal.; Baltimore, Philadelphia, Pittsburgh, Boston, Buffalo, Cleveland, Cincinnati, St. Paul, Detroit, Milwaukee, Chicago, St. Louis, Chattanooga, Louisville, Mobile and Galveston; Commercial Club, Kansas City; Chamber of Commerce, Quincy, Ill., and Chamber of Commerce and Board of Trade, Tacoma, Wash.; F. C. Boggs, Captain, Corps of Engineers, U. S. A., General Purchasing Officer.

Ventilation.—See "Heating Plant."

Veneer Machinery.—J. T. Swent, Tallahassee, Fla., wants to correspond with manufacturers of veneer machinery for crates, baskets, etc.

Water-works.—Bids will be received by chairman Board of Trustees, Carmen, Oklahoma, until June 21 for material necessary in construction of water-works—cast-iron pipe, hydrants and valves, pumping machinery and boilers; specifications may be had by addressing O'Neil Engineering Co., Dallas, Texas.

Water-works.—Office of Constructing Quartermaster, Washington, Takoma Substation, D. C. Sealed proposals will be received until June 16 for construction of pump-house and 200,000-gallon reservoir, including pumping machinery, dynamos, etc., at Fort Hunt, Va. Plans, specifications, blank proposals and further information furnished on application; deposit of \$10 required for plans. Address H. L. Pettus, Constructing Quartermaster.

Wharf Construction.—Proposals will be received by Board of Commissioners of Port of New Orleans, 601-602 Hibernia Bank & Trust Co. Bldg., New Orleans, La., until June 8 for construction of section of 6th street wharf, materials for which are to be furnished by board; deposit, \$1000. Plans, specifications, proposal forms, etc., on file at office of engineer, A. C. Bell, 606 Hibernia Bank & Trust Co. Bldg., New Orleans, by whom full sets will be furnished on deposit of \$15.

Woodworking Machinery.—J. S. Dovel, Bridgewater, Va., in market for 12-inch jointer, self-feed rip-saw, 10 or 12-inch outside molder, swing cutoff saw, single spindle-shaper and jig or scroll saw; new or second-hand.

Woodworking Machinery.—McCormick Lumber Co., Box 96, DeLand, Fla., may want woodworking machinery.

ufacture of the Lincoln variable-speed motor, is adding complete lines of constant-speed motors, and is specializing in machine-shop practice, being equipped to design and manufacture all mechanical details and driving mechanisms necessary in applying motor drives to any class of machinery. The management remains the same.

Plate Glass and Mirror Plant.

Announcement is made that the plant of Chaudron & Peyton will be offered for sale at public auction on June 8. This property comprises machinery and fixtures of a plant for the manufacture of beveled plate glass and mirrors, for which the firm has found a large demand in Baltimore. For information apply to C. Walter Carnan, receiver, 421 East Saratoga St., or the Grotjan-Lobe Company, 223 West Baltimore St., Baltimore, Md.

The Michael Nocenti Company.

Announcement is made that Knickman & Nocenti have dissolved their firm and Mr. Nocenti will continue the enterprise under the title of the Michael Nocenti Company, which he has incorporated. The products will continue to be the highest grade artificial marble or scagliola finished with natural polish, wainscoting, columns, pilasters, walls, ceilings, panels, etc. Mr. Nocenti is well known in the South and middle West, his latest contracts being for the Grunewald Hotel at New Orleans and the Masonic Temple at Baltimore. His offices are at 528 West 53d street, New York.

Glassware Plant Offered.

Offers are invited for the purchase of the Emery Glass Co. plant at Grafton. This property comprises buildings, machinery, etc., for manufacturing and decorating tableware. It is in the best condition, and is located at one of the best shipping points in West Virginia, where gas fuel can be purchased at low prices. Endeavors will be made to sell the plant either as a whole or separately, and a public sale will be held on June 24. Manufacturers or investors who may desire to investigate this proposition are invited to address C. R. Durbin, chairman of committee, Grafton, W. Va.

The Rubbertex Specialties.

Among the progressive and growing enterprises of the West is the Rubbertex Cloth & Paper Co. of Chicago. This company manufactures the Rubbertex line of specialties, comprising products in general demand and of high-grade character in material and workmanship. The Rubbertex line includes Rubbertex black belts, sheet packing, waterproof and rotproof cloth, Lonabond canvas roofing, cement and fertilizer bags, rustproof paint, etc. These manufactures have merits which dealers and users should not fail to investigate. The company will send descriptive illustrated literature to inquirers.

Free Sample of Amatite.

In order to demonstrate at first hand that a roofing can be made which does not need painting, free samples of Amatite will be sent to all prospective purchasers. Sending for these free samples does not entail any obligation and there is no charge. With the sample is sent a little booklet telling all about Amatite and showing pictures of roofs in all parts of the country where Amatite has given protection without painting for many years. To receive this sample send postal card to nearest office of Barrett Manufacturing Co., New York, Chicago, Philadelphia, Boston, St. Louis, Cleveland, Pittsburgh, Cincinnati, Minneapolis, Kansas City or New Orleans.

A Western Electric Souvenir.

The Manufacturers' Record has received a useful souvenir from the Western Electric Co. of Hawthorne, Chicago, Ill. This souvenir is intended for use as a desk weight. It is made of metal, handsomely finished, and presents on either side a map of the United States, indicating the leading cities in which Western Electric offices are maintained for the convenience of people who purchase dynamos, motors, cables, telephone equipment and other electrical apparatus. The cities comprise Chicago, Indianapolis, Cincinnati, St. Louis, Denver, Kansas City, Dallas, Atlanta, Pittsburgh, Philadelphia, New York, Boston, Omaha, Salt Lake City, Los Angeles, San Francisco, Seattle and Minneapolis.

Henry H. Stricker & Co., Manufacturers.

Among the important manufacturing enterprises at Baltimore is that conducted by Messrs. Henry H. Stricker & Co., who offer adhesive paste, padding and flexible glues. The paste is for bookbinders, paper-box and trunk manufacturers, and is shipped in packages of from five gallons to one barrel.

Stricker's dry paste is a specialty for all purposes, and another special paste is offered for labelling tin, metal and glass. Henry H. Stricker & Co. have an increasing trade in the South and their shipments have been made as far as Jacksonville, Fla. Their offices are at 604 West Pratt street, Baltimore, Md.

Stuccoed Houses.

One of the most interesting developments in modern building construction has been brought about by Portland cement and metal laths, the result of which is the stuccoed house, which is continually growing in popular demand. An interesting feature in the use of these materials is the fact that they can be applied to old buildings as well as new, thereby changing them from old-style houses to the most approved designs of the day. All of this can be done at small cost. Other advantages gained are much to be desired, the house being cooler in summer and warmer in winter.

Pratt Engineering & Machine Co.

The Pratt Engineering & Machine Co., Atlanta, Ga., has found it necessary to augment its New York selling force, and has employed R. E. S. Geare as assistant sales manager. Mr. Geare will be manager of the New York office. This action of the company is in accord with its policy of pushing sales of all lines actively, especially of sugar-mill machinery. S. A. Helmer, heretofore in charge of the New York office, will now be enabled to direct the sales of sugar machinery in all territory and have a better opportunity to supervise the manufacture of sugar machinery in the Pratt shops at Atlanta. The company will establish a permanent office in Havana, Cuba.

Complete Expansion Wisconsin Engines.

The Wisconsin Engine Co., Corlies, Wis., reports a volume of business for the last two months equal to that of two years ago. Its orders include three 800-horse-power complete expansion gas engines for the Lumbermen's Portland Cement Co. Each engine will be direct connected to a 500-kilowatt alternator, and the machines will operate in parallel. The engines are of the horizontal single tandem double-acting type, and by the use of the complete expansion principle reduce the exhaust pressure and temperature of the gases to an unusually low point, thus getting better working conditions and about 20 per cent. more power out of the same amount of gas.

Free Roofing Sample.

Since the appearance on the market of ready roofings that need no painting there has been a very lively curiosity on the part of many people to see the goods. Accordingly the makers of Amatite have arranged to supply samples to any inquirer free of charge. These samples show the goods complete with the mineral surface which replaces paint as a protection against the weather, and it is easy to obtain a very good idea of just what Amatite is like. To obtain the sample send a postal card request for same to the nearest office of Barrett Manufacturing Co., at New York, Chicago, Philadelphia, Boston, Cincinnati, Cleveland, Pittsburgh, Minneapolis, St. Louis, Kansas City or New Orleans.

Hydraulic Press Bricks.

Some of the most prominent buildings in Richmond, Va., are being faced with hydraulic press brick, including the Y. M. C. A., postoffice, high school and State Library. So far this year over 500,000 of these bricks have been sold in Richmond, Va., alone. These bricks are also being furnished for the county courthouses at Mocksville, N. C., and Fitzgerald, Ga. An order of gray brick is now being shipped to Little Rock, Ark., while another shipment has just begun of 15 carloads of white Roman for Rev. Father Mattingly, Richmond, Ind. The fact that orders are secured at such distant points, where freight alone is as great as the original cost of the brick, is indicative of their high quality. Samples and prices will be sent to those interested by addressing the Hydraulic Press Brick Co., St. Louis, Mo., or Washington, D. C.

Completing the Piedmont Plant.

It is of interest to note that the plant of the Piedmont Portland Cement & Lime Co. is nearing completion, a large part of the machinery having been installed. The buildings are constructed of wood with corrugated-iron roofing and siding, as follows: Power plant, 32x125 feet; mill, 54x90 feet; kiln, 24x150 feet; coal building, 34x66 feet; stockhouse, 75x100 feet. This plant will have a daily output of 500 barrels of cement and

INDUSTRIAL NEWS OF INTEREST

Herman Nelter Appointed.

Herman Nelter has been appointed general sales manager of the Canton (Ohio) Boiler & Engine Co., of which he has been Eastern sales manager for the past 18 months. His headquarters are now at Canton.

Railway Equipment Offered.

The entire railway equipment (locomotives, cars, rails, etc.) of the Canfield Lumber Co. has been purchased by Jos. E. Bowen, who offers it for sale at low prices. Address Mr. Bowen at 901 Bank of Commerce Bldg., Norfolk, Va.

For Oil Mill Equipments.

Contracts for the 40-ton cotton-oil mill of the Ashburn (Ga.) Oil Co. and of the Donaldsonville (Ga.) Oil Mill have been awarded to the Buckeye Iron and Brass Works of Dayton, Ohio. This Buckeye Company makes a specialty of designing and building oil-mill machinery.

For Railway Supply Manufacturers.

Manufacturers of railway supplies are advised that an experienced salesman who travels the South and East is prepared to devote half of his time to selling railway supplies or some special device. Address No. 465, care of Manufacturers' Record.

Boilers and Steamboat Offered.

Three 150-horse-power return-tubular boilers without stacks, a 100-horse-power vertical boiler and an iron steamboat hull 30x200 feet are special offerings of the Monumental Iron & Metal Co., 228 West Pratt St., Baltimore, Md. This company also offers a number of small boilers and engines.

Purchased a Muenzel Gas Engine.

The Gatesville Electric Light Co., Gatesville, Texas, has awarded contract to the Minneapolis Steel & Machinery Co., Minneapolis, Minn., for furnishing a 75-horse-power Muenzel gas engine and lignite producer, which is to be installed in the new plant the Gatesville company is building.

The Southern Gravel & Material Co.

The Southern Gravel & Material Co., referred to last week, is of Brookhaven, Miss., not of New Orleans. This company has extensive facilities for shipping washed gravel, besides offices also at 312 Mercantile Building, St. Louis.

Battle & Battle, Manufacturers' Agents.

Lee H. Battle and F. G. Battle have established offices under the firm name of Battle & Battle. They will act as jobbers and manufacturers' agents, dealing in machinery, mechanical supplies, fertilizers, specialties, etc. Manufacturers desiring representation are invited to address them at Greensboro, N. C.

An Electric and Steam Plant.

The owner of a steam and electric-lighting plant (out of commission because municipality has purchased a plant) is offered for operation. It is suitable for cold-storage, steam-heating, machine-shop, paper-mill, railway or other purposes, and is located in a progressive city of 2500 people. It is understood the owner will make advantageous arrangements with anyone prepared to utilize the plant. Address F. L. Bassett, Box 466, Anthony, Kans.

Some Business Opportunities.

Various opportunities for business enterprises are offered by the Land Department of S. A. Kean & Co., 145 La Salle St., Chicago. The firm offers for sale an electric-light, power and ice plant in a Mexican city; an electric-light, power and ice plant in a Southwestern city; timber tracts with and without sawmills, ranch and colonization tracts in the Southwest and Mexico, and U. S. scrip for locating Government lands without residence requirement.

Lincoln Motor Works Co.

The Lincoln Motor Works Co. announces its change of title to the Reliance Electric & Engineering Co., with offices at Cleveland, Ohio. This company will continue the man-

will be driven by direct-connected lineshaft. Its machinery is being furnished by Chalmers & Williams of Chicago, their erecting engineer being E. E. Bonine of New York. L. Flowers of Atlanta is the engineer in charge. The Piedmont Portland Cement & Lime Co. has its plant at Aragon, Ga., and its main office at 400 Austell Building, Atlanta, Ga.

The Miami Valley Company.

The Miami Valley Machine Tool Co., manufacturer of lathes and sensitive drills, and the Dayton Machine and Tool Works, manufacturer of grinding machines for toolroom and manufacturing, both of Dayton, Ohio, have consolidated and will adopt the name of the former company. David Wilson, who has been sole owner of the Dayton Machine and Tool Works and who has had long experience in the building of machine tools and special machinery, will be actively connected with the new company and continue to give his personal attention to the building of the Dayton grinders, as well as the Miami Valley lathes and sensitive drills. This consolidation means the enlarging of two already grown enterprises which will continue the lines each have already successfully introduced.

Machinery for Brickmaking.

Building bricks continue to be used in large quantities, and supplying the trade for them is an important American industry. Consequently many leading designers and manufacturers have given their attention to the production of machinery for brickmaking. The Fernholtz Brick Machinery Co., St. Louis, Mo., is prominent in this direction, its equipments being used in all parts of the country. Some of the most exacting purchasers of brick machinery have chosen Fernholtz machinery for their installations and have found the equipments to be both economical and efficient. The Fernholtz Brick Machinery Co. is under the general management of William L. Rodgers, who is prepared to consult with people who may contemplate the installation of new brick plants or the improvement of old plants.

Wisconsin Engine Co. Trade.

The trade of the Wisconsin Engine Co., Corliss, Wisc., continues to increase, and it reports orders for this week for five more engines. One order covers two standard speed horizontal cross-compound heavy-duty Corliss engines, each of 1200 horse-power and direct connected to 800-kilowatt direct-current generator. These will be installed in the central power plant of the Oliver estate at Pittsburg, completing the layout of engine-room No. 1. Another order (fourth order from Oliver estate) covers two simple heavy-duty Corliss engines of Wisconsin Engine Co. higher speed type, each developing 900 horse-power, and are direct connected to a 400-kilowatt direct-current generator. The J. F. McMillan Co., St. Paul, has ordered one of these higher speed Corliss engines for direct-connected service to furnish power for the remodeled electric transmission system now being installed.

TRADE LITERATURE.

Pressed Iron Radiators.

A leaflet being issued by the Pressed Radiator Co. of America presents timely information of modern pressed-iron radiators. It is illustrated by photographic views and contains much data in little space. Address the company at 527 Brunswick Bldg., 26th St. and Fifth Ave., New York.

Benjamin Bulletin No. 4.

Tungsten fixtures and accessories are the subjects given consideration in Benjamin Bulletin No. 4, which presents photographic views, data and diagrams indicating the efficiencies obtainable by tungsten electric lighting. The Benjamin Electric Manufacturing Co., New York, Chicago and San Francisco, issues the bulletin.

Electrically-Operated Drawbridges.

The Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa., has issued Bulletin No. 113 to describe and illustrate the use of the chloride accumulator in connection with electrically-operated drawbridges. These bridges are located at Indiana Harbor, Ind., and are four in number, operated by one battery of chloride accumulator.

The Publicity Magazine.

The Publicity Magazine contains information that will interest people who are concerned with the use of automatic stokers for power plants. Its May number includes timely data regarding the power plant of the Wells Power Co. at Milwaukee, where the

Jones stoker is used. The Under-Feed Stoker Co. of America, Marquette Bldg., Chicago, manufactures this stoker.

Important Cement Information.

With the object of assembling under one cover the recent reports of committees on (1) standard specifications for Portland cement, (2) uniform tests of cement, and (3) uniformity in methods of analysis for limestones, raw materials mixtures and Portland cements, the Universal Portland Cement Co., Chicago and Pittsburg, has published them in pamphlet form.

Electric Rubber Hose.

A brief history of the rubber industry, together with methods followed in the manufacture of its rubber hose for all purposes, is contained in an attractive little pamphlet issued by the Electric Hose & Rubber Co., Wilmington, Del. Each class of hose is illustrated and its various features explained. Dimensions and prices are also given. Users of hose, whether for water, steam, pneumatic, brewers, oil, tanners, etc., will find much of interest in this little booklet.

The Tungsten Sign Lamp.

The engineering department of the National Electric Lamp Association, 441 Hough Ave. N. E., Cleveland, Ohio, has issued a new (copyrighted) bulletin presenting timely data on the new tungsten sign lamp as developed up to date. The subjects are: Cost of operation; uses; equipment for both alternating and direct current circuits; flashers, etc. The publication is designated as Bulletin No. 6 E, and is said to contain information hitherto unpublished. It will be mailed on application to the department.

Scalfe Water Purification.

A catalogue relating to the subject of filtering, softening and purifying water has recently been issued by the William R. Scalfe & Sons Company, 221 First Ave., Pittsburg, Pa. This company builds every type of apparatus for softening and purifying water, treating it either hot or cold, by gravity or under pressure, each particular type being adapted to specific requirements. Besides containing much descriptive data, the catalogue is comprehensively illustrated, showing the varied character of Scalfe products.

Jackson Forms for Concrete.

More and more are steel forms for concrete work being used, and this use is bound to grow, owing to the better all-around manner in which they lend themselves to such work. A system of steel forms for all classes of work has been perfected by George W. Jackson, Inc., 175-179 West Jackson boulevard, Chicago, Ill. These can be used for hollow and solid walls, silos, docks, culverts, bins, retaining walls, partitions, elevators, dams, tunnels, sewers, conduits and reinforced concrete buildings of every description. Many of the uses of these forms are described and illustrated in a pamphlet, which will be sent to inquirers.

The Trump Turbines.

In offering its most recent catalogue the Trump Manufacturing Co. of Springfield, Ohio, has endeavored to present only what it thought would be of interest and value to persons owning or developing water-power, having omitted much that is usually seen in a catalogue of similar character. The publication contains descriptive data, with interesting illustrations of the Trump turbines, which the company manufactures to suit various conditions under which they are placed. Among its products are the standard Trump turbines for low and medium heads, or heads from 4 to 40 feet, and high-head scroll type turbines for high heads.

Artistic Bungalows.

Recognizing the growing demand of home builders for houses of the bungalow type, the Radford Architectural Co., 185 East Jackson boulevard, Chicago, and 261 Broadway, New York, has published a book illustrating 208 designs. The designs show the bungalows as they will appear when built, and the floor plans the arrangement of the interior. Each design is original and is intended for those of moderate means, ranging in cost of construction from \$900 to \$5000. Not only is it possible for those contemplating building to obtain many splendid ideas from these designs, but the Radford Architectural Co. will sell a complete set of plans and specifications ranging in price from \$7 to \$15, covering any design in the book.

Pointers on Machinery.

"Pointers on Machinery" is the title of an illustrated booklet which presents data rela-

tive to a comprehensive line of machinery and mechanical supplies, many of the devices being illustrated by photographic views. It lists machinery for metal and wood working, for machine and boiler shops, for saw and planing mills, etc. Shears, punches, forges, clutches, brakes, electric tools, frames, hoists, saws, drills, bolt cutters, grinders, iron and steel bars, beams, channels and other products are included. This booklet is being distributed by the Cincinnati Iron & Steel Co., one of the most extensive dealers in machinery and equipment, with offices at Front, Freeman and Sargent streets, Cincinnati, Ohio.

Tarvia.

Much attention is being devoted today to those materials which lend themselves best to the construction and maintenance of improved highways. As a result various systems of modern road construction are being put forth, as well as special products for the preservation of the roads and the prevention of dust. The Barrett Manufacturing Co., New York, and other cities, as a result of closely following the requirements of such work both in this and foreign countries, has perfected a coal-tar preparation known as "Tarvia," which has been used with success by many different municipalities and private interests. Tarvia's various features and illustrations of the results obtained from its use are given at length in a booklet now being sent out by the company to those interested in good road work.

The Proper Care of Belts.

A new booklet of 24 pages issued by the Joseph Dixon Crucible Co., Jersey City, N. J., is divided into three sections—belts, belt dressings, and hints, kinks, tables. The first section deals with the running condition of belts, the second takes up treatment with various preparations, and the third, as the title indicates, has some general points upon belting and its use. This last section contains a considerable amount of interesting and valuable data collected from many authoritative sources. It tells what results were secured in a plant where records were kept over a period of years; gives the economical speeds at which leather belts should be run; has some data telling of the different styles of joints, illustrating three methods of leather lacing; contains rules for calculating speed of pulleys; gives horse-power transmitted by various sizes of single and double belts, etc.

The Fertilizer Hand Book.

The American Fertilizer Hand Book for 1909, published by the Ware Bros. Company, 1010 Arch St., Philadelphia, contains 250 pages substantially bound in a stiff cloth cover. The hand-book section, comprising 100 pages, is devoted to technical and general information pertinent to the fertilizer industry. The latest fertilizer laws of each State are given in full. The book contains three separate directories, viz.: Fertilizer manufacturers' directory, allied fertilizer trades directory and cottonseed-oil mill directory. The fertilizer manufacturers' directory and the cottonseed-oil mill directory are arranged by States, with the names of officers and capacities of plants stated. The allied fertilizer trades directory contains the names of houses that are associated with the fertilizer trade, properly classified for quick reference, and will be found very convenient for fertilizer manufacturers when in need of plant equipment, materials or the services of an expert in any line.

A Successful Enterprise.

Trade publications are not always of a strictly mechanical character appealing only to the mechanic, dealer or manufacturer. They are often so carefully prepared in text and illustration that a perusal of them affords pleasure and knowledge, even when the reader is not necessarily a purchaser of the class of equipment described. An instance of this is seen in a book entitled "A Successful Enterprise," now being distributed by the Robbins & Myers Company of Springfield, Ohio. The publication mentioned tells of the interest which manufacturers have in their product not only because of the profit that may come from sales, but also because of offering articles that promote the comfort, convenience and health of the people. Everyone knows that the world owes to the electric fan the comfort possible during the heated seasons, and the manufacture of such fans has been for years the specialty of the Robbins & Myers Company. In the book this company tells of its origin and development and the progress which invention and manufacture has accomplished in offering the perfected electric fans of today. It presents photographic views of the various Robbins & Myers standard fans, motors and generators,

of various departments in its plant and its management. All who are interested in electric fans or motors for operating machinery of various kinds are advised to investigate Robbins & Myers product.

Small Core Drilling Outfits.

Cyclone Bulletin No. 2 is being distributed. It relates to all core drills ranging in size from the Class F hand-power core machine to the Class N machine, which is especially adapted for underground work. These small machines can be used either for inside or outside prospecting, for drilling holes vertical or at an angle, and with either the shot or diamond bits. The bulletin names net prices covering machines, tools and equipment that go with them, besides giving full explanations in the various outfits, their capacities, weights, etc. The machines are especially adapted for prospecting in rough territory where it would be impossible to take heavy outfits or where the material to be prospected for lies at a depth within 350 feet. They are made so they may be easily taken down and can be packed by muleback or carried, and are made with the same care in the way of material and workmanship as the large Cyclone power outfits. Address the Cyclone Drill Co., Orrville, Ohio.

A Well-Known Lubricant.

A practical and universally-used lubricating agent is Albany grease, manufactured by Adam Cook's Sons, 313 West St., New York. Its use has been extended to every portion of the power plant where a solid lubricant may be employed. Many engineers depend upon Albany grease for the lubrication of their most difficult bearings, as it is always uniform in quality, does not drip, splash or waste. Albany grease is made in seven densities designated by number, beginning with 0 and including 1, 2 and 3 and the X, XX and XXX, these being suited to conditions and temperatures. The difference is simply in consistency. Albany grease is packed in 1, 5, 10, 25 and 50-pound cans and kegs, half barrels and barrels. It can be procured throughout the world from engine and mill supply houses, hardware, oil and automobile dealers, and to avoid substitution it is always well to look for the distinctive mark, "the boy sliding down the plank." Some interesting information relative to the qualities of the product can be obtained by addressing Adam Cook's Sons.

Goulds Efficient Power Pumps.

In presenting its new and interesting illustrated catalogue the Goulds Manufacturing Co. of Seneca Falls, N. Y., says: "For more than threescore years we have been closely identified with the problem of pumping, and during this time have been actively engaged in the construction of pumps and hydraulic machinery. Our apparatus is extensively employed in operations of every kind and has met with the greatest success. The experience we have gained, together with our investigations of pumping requirements, enables us to keep well to the fore and to offer our patrons the most approved types of efficient triplex power pumps, which represent the latest developments and include the most recent improvements in machinery of this kind. From the very unpretentious beginning of this industry to our present magnificent plant and branch houses located in every important center of both hemispheres is a long step, and we have found it advisable from time to time to supplant old methods and equipment with new ones, new buildings and new machinery, until today in our works will be found every facility for the rapid transformation of raw material to the finished pumps, all made possible by the employment of up-to-date machinery and methods of manufacture. In our construction we use only the best material, combined with skilled workmanship, all under the supervision of expert designers and engineers who have made the pump problem a matter of life study and practice. By constantly watching the operations of our pumps working under various conditions many important improvements have been suggested and made from time to time, until we feel that steady progress, merit and improvements have given our products the enviable position they now enjoy in both American and European markets." Inquiries for the new book are invited.

From Log to Lineshaft.

An interesting current booklet is "From Log to Lineshaft." Its introduction says: "You wouldn't buy a house without investigating well its construction. You shouldn't buy a wood pulley without considering its good qualities as a correct mechanical design and as a well-built structure. There are opportunities for wide differences between good and bad—between right and

wrong—in many details of design and manufacture of wood pulleys. Safety lies in buying and using only what has been well proved by the tests of time and service. Such proofs of the character of the Dodge 'Independence' pulley are many and conclusive. More than 3,000,000 of them are in use throughout the world, and they are being manufactured faster than 'one a minute.' The best way to understand the basis for the universal success and popularity of the Dodge pulley is to observe, step by step, the process of its construction, 'from log to lineshaft.' Every detail of the manufacture has been developed to a high degree of mechanical and economic excellence, usually by the 'process of elimination,' whereby all practical methods have been tried and only the best adopted. As the pioneer in wood-pulley advancement there has always been a clear field for free choice of materials, designs and methods for Dodge construction, unhampered by the work and patents of any predecessors. Discarded methods have been left for followers to adopt." The complete story of the Dodge pulley follows. For a copy address the Dodge Manufacturing Co., Mishawaka, Ind.

OBITUARY.

Vice-President Francis X. Pund of the D. T. Williams Valve Co., Cincinnati, Ohio, died on May 8 after a brief illness. Mr. Pund was born in Cincinnati, and at an early age secured a position with Post & Co. After faithfully serving this firm for eight years he and his fellow-employee, George Puchta, bought out Post & Co., and continued the business under the name of Puchta, Pund & Co., and later under the name of the Queen City Supply Co., which became one of the best-known and successful mill and factory supply houses in the country. In 1904, after a long and successful career, Mr. Pund entered the manufacturing business, and with David T. Williams founded the D. T. Williams Valve Co., where he eclipsed his former successes and with his associates helped to build one of the largest valve concerns in the country. He will be succeeded by Charles K. Thomas, formerly sales agent of the company.

Mr. J. Silas Leas, president of the Barnard & Leas Manufacturing Co., Moline, Ill., died at his home in Rock Island on May 18. Mr. Leas was born in Cumberland county, Pennsylvania, in 1830, and moved to Rock Island in 1850, later entering into partnership with his father in the mercantile business as S. H. Leas & Son. This firm built the first flour mill in Rock Island in 1854. The mercantile and flour-mill business was sold in 1861, when Mr. Leas purchased an interest in the firm of Wycoff, Barnard & Co., this name later being changed to the Barnard & Leas Manufacturing Co.

BUILDING AT CHARLESTON.

Many Additions to Residence and Business Structures.

[Special Cor. Manufacturers' Record.]
Charleston, W. Va., June 1.

Charleston, in spite of the closeness of the money market and the general feeling of depression that seems to pervade most sections of the country, is in the midst of the enjoyment of a very considerable building boom, or, at least, what would have seemed a boom but for the fact that the people here are accustomed to so much more, and what would be so considered by almost any other city in the country. The fact is, there has been no cessation in the building of dwelling-houses, and the spring opened up with a very considerable rush in that line of work, which has increased rather than diminished as the summer has come nearer. The great cause for wonder seems to be where the people come from to occupy the many new houses as they are completed, for there are no old ones left vacant, and yet every new one finds a family ready to move in. This state of affairs is very satisfactory, of course, as it does that the city has lost none of its drawing power, and giving earnest of a very rapid increase of population to come when the financial and business trouble has finally passed from the country and business assumes again its normal condition.

The building has been confined almost exclusively to residences, but it is now be-

ing augmented and to be augmented by the erection of a number of very important business structures. Work on two of these has already begun—that is, the work of preparing the ground for the building. The National City Bank, one of the youngest of Charleston's financial institutions, purchased a few months ago a lot and an old building at the corner of Capitol and Kanawha streets, and this week the work of tearing down the old structure to give way to a new one was begun. The new building will be of reinforced concrete and buff brick. It will be eight stories high, with a basement, and will cover an area of about 28x100 feet. The ground floor will be used for the banking-room, while the upper floors will be fitted up for offices. It will be strictly modern in construction, finish and care, and will undoubtedly prove most popular with business and professional men desiring eligible office locations.

Two-thirds of the block up Kanawha street, Ruffner Bros., wholesale grocers, have begun removing the debris left by the fire which in November, 1907, destroyed their five-story store building, for the purpose of having erected on the same site a six-story concrete and brick building to be used by them as the location for their big business. The front of this, the only part showing, will be of press brick, and it will be one of the handsomest and most substantial business structures in the city.

The contracts for these two buildings were let to the Moore Construction Co. of this city, and the work will be pushed as rapidly as possible to completion, as both the bank and the grocery firm are anxious to move in as soon as they can.

Diagonally across Kanawha and Capitol streets from the new bank building Samuel Stephenson and C. M. Alderson will begin at a very early day the construction of what will be the tallest building in the city. It will stand 12 stories above the ground, and the foundation will be laid on solid rock 50 feet farther down. It will be constructed of steel, granite and buff brick. The two ground-floor rooms will be used for banking or insurance purposes, while those above will be fitted up for offices, of which there will be just about 100. This building will be bounded on two sides by Kanawha and Capitol streets, on another by the public levee, and on the fourth by the Kanawha River. As it will be open to public view on all sides, it will be finished on all alike, thus presenting a perfect appearance, no matter where the viewpoint. Every room will be an outside one. It is the intention of the owners to have this building ready for occupancy within a year.

In addition to the building, there is much activity in the city just now in the matter of public improvements. A big bond issue was voted last summer for the paving of streets and the building of sewers, and both lines of work are now being actively carried along, giving work to many laborers and causing a wide distribution of money. Charleston, which is the home of the brick street, and has been for several years one of the best paved small cities in the country, is now getting her first experience with other paving material, as most of the material now being used is bitulithic. This is being put down on a number of streets in both business and residence sections. The work is being done by the Atlantic Bitulithic Co. of Richmond, Va., and so far as completed seems to be entirely satisfactory. The bitulithic is laid two inches thick on a six-inch concrete foundation. It is much less noisy than the brick paving, its smoother surface will be less destructive

to vehicles, and its resiliency will cause a great saving in horse flesh.

The big railway, street railroad, roadway, footway bridge across the Kanawha River between Charleston and South Charleston is now being used by foot passengers, wagons and railway trains, and before midsummer the street cars will be running over it. Its great convenience to the Chesapeake & Ohio was proven some days ago, when a burning coal tippie east of here obstructed the tracks so that trains could not pass. One of the great through trains eastbound crossed to this side on the bridge, ran to Gauley Station on the tracks of the Kanawha & Michigan and there crossed back to its own right of way.

The Kanawha Valley Traction Co. is building its bridges and putting in its fills between the south end of the bridge and the town of South Charleston, and will be running cars into that place by August.

Local promoters and visiting capitalists have been moving in the direction of a traction line between this place and Montgomery, 26 miles east, and it is believed the road will be built at an early day. There is a large population along the proposed route, and such a road is considered by traction experts who have made examination as one of the most promising anywhere in the country.

Through coaches are now being run from this city to Roanoke, Va., by way of the Chesapeake & Ohio and the Virginian railway. Passengers leaving here before 9 o'clock in the morning can take moderately early supper in the Virginia city on the evening of the same day. Leaving Roanoke about 7 in the morning, they will arrive in Charleston before 6 in the evening. This makes a convenient route also to Bluefield and other Norfolk & Western points.

GEO. BYRNE.

FINANCIAL NEWS

The MANUFACTURERS' RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,

Baltimore, Md., June 2.

Although there was a double holiday in the Baltimore stock market during the past week, trading was generally active on the four days that the exchange was in session, and considerable business was done.

In the trading United Railways common sold at 12 1/4; do. incomes, 58 3/4 to 57; do. funding 5s, 80 3/4 to 79 3/4; do. funding scrip, 81 to 79 3/4; United 4s, 87 1/2 to 87 1/2; do. Light & Power 4 1/2s, 93 1/2; Consolidated Gas, Electric Light & Power common, 41; do. preferred, 87 1/2 to 88; do. 4 1/2s, 85 3/4 to 86 1/2; Consolidated Gas 6s, 101 1/2; do. 5s, 111 1/2; do. 4 1/2s, 96 1/2 to 97 1/4; Seaboard Air Line common, 18 1/4 to 18 1/2; Seaboard Company common, 20 1/2 to 21; do. first preferred, 60 to 71; do. second preferred, 40 1/2 to 40; Seaboard 4s, 84 1/2 to 85 1/4; do. three-year 5s, 90 1/2 to 90 3/4; do. 10-year 5s, 90 1/2 to 90 1/4; Mt. Vernon-Woodberry Cotton Duck 5s, 82 3/4 to 82 1/2.

Bank stock sold as follows: Commerce, 26; Maryland, 20 to 21; Citizens', 39 1/4 to 39 1/2; Merchants', 170; Second National, 195.

Continental Trust sold from 219 to 217; Maryland Casualty, 93 to 95; Maryland Trust common, 50; United States Fidelity, 124; Fidelity & Deposit, 158 1/2.

Other securities were traded in thus: Anacostia & Potomac 5s, guaranteed, 105 3/4; Charleston & Western Carolina 5s, 109 1/4; Georgia & Florida common, 9 1/4; do. preferred, 18; Western Maryland Railroad stock, 10 1/4 to 10 1/2; Atlantic Coast Line new 4s, certificates, 84 3/4 to 85; Coal & Iron Railway 5s, 102 to 102 3/4; Maryland Electric 5s, 94 1/2; Norfolk Railway & Light 5s, 98 1/2; Merchants & Miners' Transportation Co., voting trust, 73; Baltimore, Sparrows Point & Chesapeake 4 1/2s, 93 1/4; City & Suburban (Baltimore) 5s, 108; Georgia, Carolina & Northern 5s,

106; Baltimore City 3 1/2s, 1880, 94 3/4; Alabama Consolidated Coal & Iron 5s, 84; Baltimore Electric 5s, stamped, 91 1/4; Comas Cigarette Machine common, 7 1/2; Consolidation Coal, 91 to 92; Houston Oil preferred, 40; Wilmington & Weldon 5s, 113 1/2; Baltimore City 3 1/2s, 1940, 103; Georgia Southern & Florida first preferred, 95; Consolidation Coal, scrip, 91; Charlotte, Columbia & Augusta 1st, 112 3/4; Georgia & Alabama Consolidated 5s, 105 to 105 3/4; Georgia Midland 3d, 66 1/4; Georgia Southern & Florida 5s, 110 1/4; Virginia Midland 2ds, 103 3/4; do. 5th, 100; Toledo Traction 5s, 99; Norfolk & Portsmouth Traction common, 21; Augusta Railway & Electric 5s, 101 1/4 to 101 3/4; City & Suburban (Washington) 5s, 105; Detroit United 4 1/2s, 83 1/2; Lexington Railway 5s, 97; Newport News & Old Point 5s, 90; West Virginia Central 6s, 102 1/2; Memphis Street Railway 5s, 98; Norfolk & Portsmouth Traction 5s, 86 3/4; Houston Oil common, 8 1/2; Northern Central Railway stock, 106 1/2; Baltimore City 3 1/2s, 1930, 102 1/2; Consolidation Coal refunding 4 1/2s, 95 1/4; Baltimore City 3 1/2s, 1928, 102 1/4; Macon Railway & Light 5s, 96.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended June 2, 1909.

Railroad Stocks.	Par.	Bid.	Asked.
Atlanta & Charlotte	100	98 1/2	99
Atlantic Coast of Conn.	100	98 1/2	99
Georgia Sou. & Fla.	100	99	99
Georgia Sou. & Fla. 1st Pfd.	100	93	95
Georgia Sou. & Fla. 2d Pfd.	100	93	95
Seaboard Company Common	100	21	21
Seaboard Company 2d Pfd.	100	41	41
United Rys. & Elec. Co.	50	12	12 1/2
Western Maryland	50	10	10

Bank Stocks.	Par.	Bid.	Asked.
Citizens' National Bank	100	30	40
First National Bank	100	14	14
German-American Bank	100	112	112
Maryland National Bank	20	20	20
National Bank of Commerce	15	25 1/2	25 1/2
National Exchange Bank	100	100	100
National Howard Bank	10	13	13
National Marine Bank	30	41	41
National Mechanics' Bank	10	29	29
National Union Bank of Md.	100	123	125
Second National Bank	100	192	192
Western National Bank	20	35 1/2	35 1/2

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
Baltimore Trust & Guarantee	100	307 1/2	311
Continental Trust	100	215	218
Fidelity & Deposit	50	150	150
Maryland Casualty	25	95	95
Maryland Trust	100	50	50
Mercantile Trust & Deposit	50	152	152
Union Trust	50	71	71
U. S. Fidelity & Guaranty	100	124	125

Miscellaneous Stocks.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron Pfd.	100	60	66
Con. Cotton Duck Common	50	7	8
Con. Cotton Duck Pfd.	50	24 1/2	25
Con. Gas, Elec. Lt. & P. Com.	100	41 1/2	41 1/2
Con. Gas, Elec. Lt. & P. Pfd.	100	89	89
Consolidation Coal	100	91	91
G. B. S. Brewing Co.	100	24	26
Georges Creek Coal	100	90	90
Mer. & Miners' Trans. Co.	100	73	73

Railroad Bonds.	Par.	Bid.	Asked.
Atlanta & Charlotte Ext. 4 1/2s	100	96 3/4	97 1/4
Atlantic Coast Line 1st 4s, 1962	100	96 3/4	97 1/4
At. Coast L. Com. 4s, Cfs., 5-20s	80 1/2	91	91
Atlan. Coast L. (Conn.) 4s, Cfs.	100	95 1/4	95 1/4
Con. Cotton Duck 5s, 1936	100	155 1/4	155 1/4
Balto. & Harborsburg Ext. 5s, 1934	100	104 1/2	104 1/2
Carolina Central 4s, 1949	100	94 1/2	95
Charlotte, Col. & Aug. 1st 5s, 1910	111	111	111
Coal & Iron Railway 5s, 1920	102	102 1/2	102 1/2
Col. & Green, 1st 6s, 1916	109 1/2	109 1/2	109 1/2
Georgia & Alabama 5s, 1943	105 3/4	106	106
Gal., Car. & North, 1st 5s, 1929	105 3/4	106	106
Georgia Pacific 1st 6s, 1922	115	115	115
Georgia South. & Fla. 1st 5s, 1945	110	111	111
Piedmont & Cum. 1st 5s, 1911	100	100	100
Potomac Valley 1st 5s, 1941	100	100	100
Richmond & Dan. Gold 6s, 1915	100 1/2	110 1/4	110 1/4
Savannah, Fla. & West, 6s	128	129	129
Seaboard Air Line 4s, 1920	85 1/2	85 1/2	85 1/2
Seaboard Air Line 5s, 10-year, 1911	90 1/4	90 1/4	90 1/4
Seaboard Air Line 5s, 3-year	90 1/4	90 1/4	90 1/4
Seaboard & Roanoke 5s, 1926	108	108	108
South Bound 5s, 1941	107 3/4	108 1/2	108 1/2
Southern & Carolina 5s, 1952	96	100	100
Virginia Midland 2d 6s, 1911	103 1/4	103 1/4	103 1/4
Virginia Midland 5th 5s, 1926	110	110	110
Western N. C. Con. 6s, 1914	108 3/4	108 3/4	108 3/4
W. Va. Cent. 1st 6s, 1911	102 3/4	102 3/4	102 3/4
Wil. Col. & Aug. 6s, 1910	101 3/4	101 3/4	101 3/4
Wilmington & Weldon Gold 5s, 1935	113 1/2	113 1/2	113 1/2
Wilmington & Weldon 4s	90 3/4	90 3/4	90 3/4

Street Railway Bonds.	Par.	Bid.	Asked.
Augusta Railway & Elec. 5s, 1940	101 1/2	101 1/2	101 1/2
Balto., Sp. P. & C. 4 1/2s	92 3/4	93 1/2	93 1/2
Balto. Trac. (N. C. Div.) 5s, 1942	115 1/2	115 1/2	115 1/2
Central Ry. Con. 5s (Balto.), 1932	113	113	113
Charleston Con. Elec. 5s, 1899	92 1/2	92 1/2	92 1/2
City & Suburban 5s (Balto.), 1922	108	108	108
City & Suburban 5s (Wash.), 1946	104 1/2	106	106
Lake Roland Elevated 5s, 1942	115	116	116
Lexington Railway 1st 5s, 1949	96 1/2	97 1/2	97 1/2
Macon Ry. & Lt. 1st Con 5s, 1953	95	100	100
Maryland Electric Railways 5s	94 1/2	94 1/2	94 1/2
Memphis Street Railway 5s	97	97	97
Metropolitan 5s (Wash.), 1925	112	112	112
Norfolk & Portsmouth Trac. 5s	86 1/2	87	87
Norfolk Railway & Light 5s	98 1/2	98	98
United Railways 1st 4s, 1949	87 1/2	87 1/2	87 1/2
United Rys. Inc. 4s, 1949	97 1/2	97 1/2	97 1/2
United Rys. Funding 5s	79 1/2	79 1/2	79 1/2

Miscellaneous Bonds.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron 5s	84 1/2	84 1/2	84 1/2
Baltimore Electric 5s	91 1/2	91 1/2	91 1/2
Consolidated Gas 6s, 1910	101 1/2	101 1/2	101 1/2
Consolidated Gas 5s, 1939	111 1/2	112 1/2	112 1/2
Consolidated Gas 4 1/2s	97	97 1/4	97 1/4
Con. Gas, Elec. Lt. & P. 4 1/2s	86 1/2	86 1/2	86 1/2
Fairmont Coal 1st 5s	97	98	98
G. B. S. Brewing 1st 4s	40	41	41
G. B. S. Brewing Inc. 4s	12	14	14
Mt. Vernon-Woodby Cot. Duck 5s	82 1/2	82 1/2	82 1/2
United Elec. Lt. & P. 4 1/2s	93 1/4	94	94

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending May 31.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	75	85
Aiken Mfg. Co. (S. C.)	145	150
American Spinning Co. (S. C.)	55	58 1/2
Anderson Cotton Mills (S. C.)	100	105
Arkwright Mills (S. C.)	65	70
Augusta Factory (Ga.)	115	125
Avondale Mills (Ala.)	115	121
Belton Mills (S. C.)	115	121
Bibb Mfg. Co. (Ga.)	145	150
Brandon Mills (S. C.)	120	131
Cabarrus Cotton Mills (N. C.)	96	100
Chadwick-Hoskins Mfg. Co. (N. C.)	100	102
Chadwick-Hoskins Mfg. Co. (N. C.)	137 1/2	140
Chiquola Mfg. Co. (S. C.)	105	110
Clifton Mfg. Co. (S. C.)	99	101
Clinton Cotton Mills (S. C.)	105	110
Columbus Mfg. Co. (Ga.)	98	100
Courtenay Mfg. Co. (S. C.)	97	100
Dallas Mfg. Co. (Ala.)	95	106
Darlington Mfg. Co. (S. C.)	70	75
Drayton Mfg. Co. (S. C.)	135	140
Engle & Phoenix Mills (Ga.)	135	140
Enslie Cotton Mills (S. C.)	50	55
Enoree Mfg. Co. (S. C.)	58	65
Enoree Mfg. Co. (S. C.)	90	94 1/2
Enterprise Mfg. Co. (Ga.)	82	90
Exposition Cotton Mills (Ga.)	240	250
Gaffney Mfg. Co. (S. C.)	75 1/2	81
Gainesville Cotton Mills (Ga.)	55	60
Granby Cot. Mills (S. C.) 1st Pfd.	50	55
Granville Mfg. Co. (S. C.)	160	162 1/2
Greenwood Cotton Mills (S. C.)	114	118
Grendel Mills (S. C.)	160	175
Henrietta Mills (N. C.)	95	100
King Mfg. Co., John P. (Ga.)	125	146
Lancaster Cotton Mills (S. C.)	95	96
Lancaster Cot. Mills (S. C.) Pfd.	96	100
Langley Mfg. Co. (S. C.)	137 1/2	140
Laurens Cotton Mills (S. C.)	140	150
Limestone Mills (S. C.)	75	85
Lockhart Mills (S. C.)	95	100
Lockhart Mills (S. C.) Pfd.	90	98
Loray Mills (N. C.) Pfd.	80	83
Marlboro Cotton Mills (S. C.)	165	185
Mayo Mills (N. C.)	105	109
Mills Mfg. Co. (S. C.)	110	115
Mills Mfg. Co. (S. C.) Pfd.	100	102
Monarch Cotton Mills (S. C.)	130	140
Newberry Cotton Mills (S. C.)	115	120
Norris Cotton Mills (S. C.)	75	87 1/2
Olympia Cot. Mills (S. C.) 1st Pfd.	80	85
Orangeburg Mfg. Co. (S. C.) Pfd.	107 1/2	108
Orr Cotton Mills (S. C.)	120	136
Pacolet Mfg. Co. (S. C.)	100	102 1/2
Pacolet Mfg. Co. (S. C.) Pfd.	150	160
Pelzer Mfg. Co. (S. C.)	172	175
Piedmont Mfg. Co. (S. C.)	140	145
Poe Mfg. Co. (S. C.)	50	55
Richland Cot. Mills (S. C.) 1st Pfd.	100	109
Raleigh Cotton Mills (N. C.)	122	125
Ronoke Mills (N. C.)	62 1/2	65
Saxon Mills (S. C.)	130	140
Sibley Mfg. Co. (Ga.)	100	105
Spartan Mills (S. C.)	225	235
Springstein Mills (S. C.)	140	150
Tucapau Mills (S. C.)	65	70
Trion Mfg. Co. (Ga.)	120	125
Union-Buttall Mills (S. C.) 1st Pfd.	93 1/2	95
Victor Mfg. Co. (S. C.)	105	110
Warren Mfg. Co. (S. C.)	25	30
Washington Mills (Va.)	105	109
Washington Mills (Va.) Pfd.	140	145
Whitney Mfg. Co. (S. C.)	110	115
Williamson Mills (S. C.)	125	135
Wiscasset Mills (N. C.)	125	130
Woodruff Cotton Mills (S. C.)	95	101
Woodside Cotton Mills (S. C.)	95	99 1/2
Woodside Cot. Mills (S. C.) Pfd.		

Manual of Statistics.

The Manual of Statistics for 1909 has been issued, this being the thirty-first annual number. The many changes of corporations during the past year are covered by the data in this volume, whose 1094 pages are carefully compiled and excellently printed. They contain a large fund of information for investors, speculators and others who may be interested in facts relating to the securities and financial standing of railroad and industrial companies. There is also presented information about Government bonds, mining stocks, grain, cotton, etc. The thumb index facilitates the work of consulting the volume, which is published by the Manual of Statistics Co., 20 Vesey street, New York.

Bankers' Conventions.

At the annual meeting of the North Carolina Bankers' Association, held at Charlotte May 25, 26 and 27, the following officers were elected for the ensuing year: President, John O. Ellington, Fourth National Bank of Fayetteville; vice-presidents, W. C. Wilkinson, Merchants and Farmers' National, Charlotte; J. C. Braswell, Planters' Bank, Rocky Mount, and L. S. Covington of the Farmers' Bank, Rockingham; secretary and treasurer, William A. Hunt; cashier Citizens' Bank, Henderson.

The Tennessee Bankers' Association at its annual meeting, held at Chattanooga May 25 and 26, elected the following officers for the ensuing year: President, E. G. Oates, Knoxville, Tenn.; vice-presidents, West Tennessee, S. F. Thomas, Brownsville; Middle Tennessee, J. B. Walker, Centerville; East Tennessee, W. K. Armstrong, Rogersville; executive council, Dwight M. Armstrong, chairman, Memphis; treasurer, Tate L. Earnest, Johnson City; counsel, W. D.

Witherspoon, Nashville; secretary, John J. Heflin, Nashville.

At the annual convention of the Georgia Bankers' Association, held at Tybee Island May 27 and 28, the following officers were elected for the ensuing year: President, E. D. Walter, vice-president National Bank, Brunswick; first vice-president, A. P. Coles, cashier Central Bank & Trust Corporation, Atlanta; second vice-president, W. W. Osborne, president Exchange Bank, Savannah; third vice-president, P. W. Schweigert, president Union Savings Bank, Augusta; fourth vice-president, W. C. Lanier, West Point; fifth vice-president, B. W. Hunt, cashier Middle Georgia Bank, Eatonton; secretary, L. P. Hillyer, vice-president American National Bank, Macon; treasurer, E. C. Smith, cashier Griffin Banking Co., Griffin.

NEW CORPORATIONS.

ARKANSAS.

Bay, Ark.—Official: Bank of Bay chartered; capital \$20,000; directors, J. E. Crawford, president; J. S. Elder, vice-president; W. A. Hall and S. T. Ray of Bay, and J. E. Parr, secretary and treasurer, Jonesboro, Ark.

McCrory, Ark.—The Farmers and Merchants' Bank has filed articles of incorporation; capital \$12,500; incorporators, R. B. Keating, W. G. Dillard, A. J. Marsh and others.

Nashville, Ark.—The Citizens' Building & Loan Association, capital \$300,000, incorporated by W. W. Turner, Mike Pope, R. W. Parker and others.

Newport, Ark.—A new \$50,000 bank is reported being organized. Harvey E. L. McCullum, secretary-treasurer Board of Trade, may be able to give information. In the issue of May 27 this item erroneously appeared under date of Hazel, Ark.

FLORIDA.

Tampa, Fla.—The Glens Abstract Co., capital \$30,000, has made application for a charter; stockholders, D. B. Glens, M. M. Glens and D. C. Glens.

West Palm Beach, Fla.—The Bank of Palm Beach has made application for a charter; capital \$25,000; organizers, A. P. Anthony, E. M. Brelsford, W. J. Dyer, J. C. Stowers and J. R. Anthony, Jr.

GEORGIA.

Atlanta, Ga.—Application for a charter for the Coles Investment Co., capital \$10,000, with privilege of increasing to \$30,000, has been made by A. P. Coles, H. A. Coles and S. W. Coles.

Jasper, Ga.—Arrangements are reported being made to open the Pickens County Bank, incorporated with \$25,000. H. B. Crawford of Blue Ridge will be cashier.

Sycamore, Ga.—Official: Bank of Sycamore chartered; capital \$25,000; directors, W. D. Fountain, president; J. W. Henderson, first vice-president; C. R. Walker, second vice-president; L. J. Brown, B. R. Smith and E. R. Smith.

Tignall, Ga.—The Bank of Tignall will, it is stated, begin business about August 1 with \$25,000 capital; J. A. Moss, president; C. D. Bolton, cashier.

KENTUCKY.

Brandenburg, Ky.—Official: The Tobacco Hall Insurance Co. incorporated; capital \$50,000, surplus \$25,000; incorporators, Muir Wisenser, Wm. May, Rush Watkins, Louisville, Ky.; C. B. Sullivan, Versailles, Ky.; Hart Wallace, Shelbyville, Ky.; C. D. Blackwell, Greenville, Ky.; C. M. Duncan, Nicholasville, Ky.; J. R. Willett, R. P. Shacklett, Geo. H. Casperke, Brandenburg, Ky. About \$40,000 has been subscribed, and it is expected to start business by July 1.

MISSISSIPPI.

Magee, Miss.—Chartered: The Commercial Bank of Magee; capital \$15,000; incorporators, E. S. Woodfin of New Orleans, La.; H. P. Gates, T. J. Sowell, F. M. Brooks and others.

Redwood, Miss.—Approved: Securities Company of Redwood; capital \$10,000; incorporators, J. H. Short, W. L. Short and N. N. Hirsch.

Water Valley, Miss.—The People's Bank is reported organized with \$100,000 capital.

MISSOURI.

Gerster, Mo.—Official: Bank of Gerster incorporated; capital \$10,000; F. S. Johndron and others, incorporators.

Iantha, Mo.—A new bank is reported being organized with E. L. Williams, president, and Ed. Thiebaud, cashier. Chas. Williams, J. Comby, Moore Bros., N. M. Chambers, E. L. Williams, Wm. Rix, Lee Burr, C. W. Palmer, Chas. Murray and others are interested.

NORTH CAROLINA.

Thomasville, N. C.—Official: The People's Building and Loan Association incorporated; directors, W. O. Burgin, president; C. R. Thomas, vice-president; A. H. Ragan, secretary-treasurer; J. A. Green, C. F. Lambeth, F. E. Sigman, Lewis Dossett, C. L. Harris, T. J. Finch, Dr. J. W. Peacock and B. E. Woolen.

OKLAHOMA.

Carmen, Okla.—The Howe Investment Co. incorporated; capital \$10,000; directors, W. H. Collins, J. G. Duncan and Harry Dean.

Colbert, Okla.—Official: The Colbert State Bank chartered; capital \$15,000; directors, W. H. McCarley, president; Tom Hamilton, cashier; A. N. Leecraft, vice-president; Jas. R. McKinney and C. W. Colbert.

Le Flore, Okla.—The First State Bank of Le Flore incorporated; capital \$10,000; directors, S. G. Tilfee, Tom F. Sherwood, Robert G. Lee, S. R. Thompson, M. H. Harris, all of Le Flore; Ben F. Hackett and Melvin Cornish of McAlester.

Floris, Okla.—The Cimarron Valley Loan Co., capital \$3000, is reported organized with directors thus: M. B. Harned and K. A. Harned of Rockford, Ill., and M. Frazier of Floris.

Lawton, Okla.—Official: The Farmers' State Bank of Sallisaw, Okla., chartered; capital \$25,000. Incorporators: A. B. Dunlap, Lawton; A. W. Hines, M. C. Loggains and Lubie Hines of Sallisaw.

Lockridge, Okla.—Official: The Farmers' Guaranty Bank incorporated; capital \$10,000; incorporators, L. C. West, Mountain View, Okla.; P. Primm and J. W. Gray, Lockridge, Okla.

Muskogee, Okla.—Chartered: Federal Investment Co.; capital \$40,000; directors, Marshall L. Bragdon, Preston C. West, Margaret S. Bragdon and Bessie S. West.

Oklahoma City, Okla.—The report that the Reliable Mutual Hail Insurance Co. had been chartered is officially confirmed in a letter to the Manufacturers' Record.

Oklmulgee, Okla.—Official: Okmulgee State Bank incorporated; capital \$50,000, surplus \$5000; Lee A. Voorhes, president; Walter W. Morton, vice-president, and R. S. Carpenter, cashier.

Rex, Okla.—Chartered: The North Muskogee State Bank, capital \$10,000; directors, G. D. Sleeper of Wagoner, D. H. Middleton, D. N. Fink and F. H. Grubbs of Muskogee, I. H. Nakdimen of Sallisaw.

SOUTH CAROLINA.

Bamberg, S. C.—Official: The Young Men's Building and Loan Association chartered; capital \$50,000; directors, W. A. Klauber, W. P. Riley, C. B. Free, N. P. Smoak, G. F. Hair, J. A. Wyman and H. H. Copeland.

Denmark, S. C.—The Citizens and Exchange Bank is reported being organized with \$25,000 capital. It is said C. W. Garriss will be president, and F. V. James, cashier.

Ellenton, S. C.—A bank is reported being organized by H. M. Cassels and others.

Wagener, S. C.—Reported that steps are being taken to organize a bank.

TENNESSEE.

Fayetteville, Tenn.—Official: The Hermitage National Bank of Nashville, Tenn., approved; capital \$300,000; Frank Dibreil, president; W. G. Dozier, vice-president; N. F. Chairs, cashier, and Allen Cumming, assistant cashier.

Lebanon, Tenn.—The Commerce & Deposit Bank Co. has been organized with \$25,000 capital by J. L. Hill, Wm. A. Hopkins, Howard A. Haley and A. R. Steatman.

Nashville, Tenn.—Approved: The Cumberland Valley National Bank; capital \$300,000; organizers, R. J. Montgomery, J. P. Miller, Sr., R. W. Comer, Bruce P. Shepherd and V. M. Lewis.

TEXAS.

Amarillo, Texas.—The Amarillo Life Insurance Co., capital \$200,000, chartered by C. T. Herring, W. H. Fuqua, J. G. Greenwood, C. T. Smith, W. M. McCaleb and Lee Bevans.

Bridgeport, Texas.—The Continental State Bank of Bridgeport has been organized with \$10,000 capital; officers, J. G. Wilkerson, president; J. L. Crawford, vice-president; L. D. Kirkpatrick, cashier, and J. Ross Tunnel, assistant cashier; directors, J. G. Wilkerson and W. E. Willis of Fort Worth, J. L. Crawford, L. D. Kirkpatrick and J. G. Brock of Bridgeport. It will succeed the Continental Bank & Trust Co.

Dallas, Texas.—Chartered: The Lone Star Life Insurance Co.; capital \$1,000,000; incorporators, E. H. R. Green, Dallas; W. B. Worsham, Henrietta, and E. M. Reardon, Dallas.

Dallas, Texas.—The Gulf Coast Surety Co. has been organized with \$1,000,000 capital and \$3,000,000 surplus. B. M. Burgher, J. B. Harper and E. C. Bates are interested.

Holland, Texas.—Reported that application is to be made for a charter for a \$25,000 capital State bank by W. S. and V. E. H. Reed, J. E. Sellers, N. B. Vernon, W. L. Armstrong, E. B. Nunnalle and James M. Markham.

Krum, Texas.—Chartered: First State Bank; capital \$25,000; incorporators, R. L. Cole, J. B. Knox, L. T. Millican and A. H. Knox.

Port Arthur, Texas.—A banking and trust company capitalized at \$500,000 is being organized by Judge R. E. Brooks, J. S. Cullman, Judge James L. Autry, T. J. Donohoe, Walter Sharps and others.

Port Lavaca, Texas.—Official: The State Bank & Trust Co. chartered; capital \$50,000; M. S. Mahon, president; C. T. Traylor, vice-president; J. S. Cokeran, cashier; directors, J. B. Mahon, C. J. Spittal, W. E. Sells and E. J. Hoover, all of Port Lavaca.

Rising Star, Texas.—Chartered: Continental State Bank; capital \$10,000; incorporators, J. M. Dill, F. B. Weaver, George Thompson of Fort Worth and others.

Shafter Lake, Texas.—A State bank is reported being organized.

VIRGINIA.

Keller, Va.—The Eastern Shore Banking Co. is reported incorporated with \$50,000 capital to succeed the Bank of Keller. It is said the corporation will do a banking business both at Keller and Painter.

Leesburg, Va.—The Merchants & Farmers' Savings & Trust Co. is reported organized with \$50,000 capital; Robert N. Harper of Washington, president; W. S. Jenkins, vice-president; John R. Clements, secretary and treasurer; J. H. R. Alexander, general counsel.

Meadow View, Va.—Approved: County National Bank of Meadow View; capital \$25,000; organizers, George Stuart, J. T. Neilson, A. W. Aston, W. H. Hanston and R. S. Smythe.

Rapidan, Va.—A \$10,000 State bank is reported being organized by H. T. Holladay, Jr., and others.

Ridgeway, Va.—Official: The Bank of Ridgeway chartered; capital, minimum \$5000, maximum \$25,000; directors, E. L. Knight, Geo. O. Jones, W. A. Garrett, Geo. W. Trent, R. D. Trent, J. B. De Shaze, D. H. Mason and N. E. Smith of Ridgeway, Va., and J. P. Garrett of Saline, Va.

WEST VIRGINIA.

Smithfield, W. Va.—A new bank is reported being organized.

NEW SECURITIES.

ALABAMA.

Athens, Ala.—June 15 vote will be taken on \$20,000 of school bonds.

Ensley, Ala.—O'Connor & Kehley of New York have purchased at par and accrued interest the \$175,000 of school, sewer, jail and fire department bonds.

Huntsville, Ala.—The Manufacturers' Record is informed that bids will be received until noon June 21 for \$50,000 of 4 1/2 per cent. 20-30-year Madison county bonds; W. T. Lawler, Judge of Probate.

Jasper, Ala.—An issue of \$18,000 of school bonds is reported under consideration.

Jonesboro, P. O. Bessemer, Ala.—Voted: \$15,000 of school bonds.

Seale, Ala.—June 14 city will vote on \$2500 of school-building bonds.

ARKANSAS.

Camden, Ark.—Reported that it is proposed to issue \$30,000 of school-building bonds.

Lake Village, Ark.—The Wm. R. Compton Bond & Mortgage Co. of St. Louis is reported to have recently purchased \$246,600 of Chicot county refunding bonds.

Paragould, Ark.—Trowbridge, Niver & Co. of Chicago have purchased at par \$35,000 of sewerage bonds.

FLORIDA.

De Funiak Springs, Fla.—Voted: Waterworks and sewerage bonds. Defeated: Electric-light and street bonds.

St. Petersburg, Fla.—The city has refused all bids for the \$75,000 of 5 per cent. 30-year improvement and school bonds, and the Manufacturers' Record is informed that new bids for same will be received until 8 P. M. July 1 by W. F. Divine, City Clerk.

[For Additional Financial News, See Pages 80 and 81.]

Southern Investments

100,000 4 per cent. Industrial Bonds.
100,000 7 per cent. Preferred Stock.
100,000 of Common Stock.
In strongest mill corporations.
Also 100,000 first mortgage real estate loans.
F. C. ABBOTT & CO.,
Charlotte, N. C.

Established 1835.

The Merchants National Bank

South and Water Sts., BALTIMORE, MD.

DOUGLAS H. THOMAS, President.
WM. INGLE, Vice-President and Cashier
J. C. WANDS, Asst. Cashier.
JOHN B. H. DUNN, Asst. Cashier.

Capital, \$1,500,000

Surplus and Profits, - - - \$900,000
Deposits, \$12,000,000

Accounts of Banks, Bankers, Corporations
and Individuals solicited. We invite corre-
spondence.

JOHN NUVEEN & CO.

1st Nat. Bank Bldg., CHICAGO

We purchase SCHOOL, COUNTY and MU-
NICIPAL BONDS. Southern Municipal
Bonds a Specialty.

Write us if you have bonds for sale.

THE FIRST NATIONAL BANK

OF KEY WEST, FLA.

United States Depository and Disbursing Agent.

Capital, - - - - \$100,000
Surplus and Undivided Profits - 40,000
A general banking business transacted.
Special attention given to collections.

DELAWARE TRUST CO.

WILMINGTON, DEL.

EDWARD T. CANNY, President.
J. ERNEST SMITH, General Counsel and
Vice-President.
HARRY W. DAVIS, Secretary.

Fully Equipped Department for the Or-
ganization of Corporations under advice
of Counsel, and for the Registration of
Corporations as required by the Delaware
Law.

Represents over 500 Domestic and For-
eign Corporations.
The Delaware Corporation Law is Broad,
Liberal, Safe and Stable. Granting and
annual taxes low.

Hugh MacRae & Co.

BANKERS

MISCELLANEOUS SOUTHERN SECURITIES

COTTON MILL STOCKS

WILMINGTON, N. C.

WASHINGTON, D. C. 408 Colorado Bldg.

WANTED

Southern Municipal Bonds

Paving Bonds of Municipalities
having over 5000 population.

F. J. LISMAN & CO.

Members New York Stock Exchange

30 Broad Street NEW YORK

HARTFORD BALTIMORE PHILADELPHIA

H. T. HOLTZ & CO.COUNTY, CITY, TOWN
AND SCHOOL BONDS

We solicit correspondence from
Municipal officials relative to
the purchase of new Bond
issues, for which we are always
in the market.

171 LA SALLE ST. CHICAGO

INVESTMENT SECURITIES

Southern Stocks and Bonds
Municipal and Corporation
Cotton Mill Stock a Specialty

WM. S. GLENN - Broker - SPARTANBURG, S. C.

INTERNATIONAL TRUST CO.

OF MARYLAND

MAKES A SPECIALTY OF SOUTHERN BUSINESS

OUR BOARD OF DIRECTORS

Leading business men in Cotton, Iron, Railroad, Finance, Tobacco, Paper,
Lumber, Copper, Dry Goods, Law, etc., constitute our twenty-four Direct-
ors—names that insure close supervision and safe leadership.

GEO. W. WATTS, Capitalist and Director American Tobacco Co., Durham, N. C.
C. SIDNEY SHEPARD, Capitalist and Director Western Union Telegraph Co., New York
STEVENSON A. WILLIAMS, President Harford National Bank, Bel Air, Md.
LLOYD LOWDES, Vice-President Second National Bank, Cumberland, Md.
SUMMERFIELD BALDWIN, Woodward, Baldwin & Co., Cotton Goods, and Vice-
President National Exchange Bank (Baltimore), Baltimore.
WM. C. SEDDON, Wm. C. Seddon & Co., Bankers and Brokers, Baltimore.
CHAS. K. OLIVER, President Consolidated Cotton Duck Co., Baltimore.
RICHARD H. EDMONDS, President Manufacturers' Record Pub. Co., Baltimore.
ISAAC H. DIXON, Smith, Dixon Co., Wholesale Paper Dealers, Baltimore.
J. W. MIDDENDORF, Middendorf, Williams & Co., Bankers and Brokers, Baltimore.
DAVID HUTZLER, Hutzler Brothers, Dry Goods, Baltimore.
JOS. CLENDENIN, Secretary Baltimore Copper Smelting & Rolling Co., Baltimore.
TOWNSEND SCOTT, Townsend Scott & Son, Bankers and Brokers, Baltimore.
B. HOWARD HAMAN, Gane & Haman, Attorneys-at-Law, Baltimore.
DR. COURCY W. THOM, President Maryland Portland Cement Co., Baltimore.
EDWARD N. RICH, Attorney-at-Law, Baltimore.
CHAS. T. WESTCOTT, Attorney-at-Law, Baltimore.
DOUGLAS H. GORDON, President, Baltimore.
SAMUEL C. ROWLAND, Vice-President, Baltimore.
LORING A. COVER, Sec'y and Treas. Maryland Portland Cement Co., Baltimore.
CHARLES D. FENHAGEN, Secretary-Treasurer, Baltimore.
CHARLES H. GRASTY, Editor St. Paul Dispatch, St. Paul, Minn.
J. SAWYER WILSON, Jr., J. S. Wilson, Jr. & Co., Bankers, Baltimore.
JOHN T. HILL, R. C. Hoffman & Co., Baltimore.

OFFICERS

DOUGLAS H. GORDON, President. SAMUEL C. ROWLAND, Vice-President.
SUMMERFIELD BALDWIN, Vice-President. CHAS. D. FENHAGEN, Sec'y and Treas.
WALTER D. FOCKE, Assistant Secretary and Assistant Treasurer.

THE BALTIMORE TRUST & GUARANTEE COMPANY

BALTIMORE, MD.

Capital, - - - \$800,000
Surplus, - - - \$2,100,000

THOS. H. BOWLES, President

Acts as Executor, Administrator,
Trustee, Receiver for Firms, Individuals
or Corporations.

Receives Deposits subject to Check,
and allows Liberal Rates of Interest
thereon.

Bank of Richmond

Capital and Surplus, \$1,500,000

RICHMOND, VA.

JOHN SKELTON WILLIAMS, President.
FRED'K E. NOLTING, 1st Vice-President.
T. K. SANDS, 2d Vice-President and Cashier.
H. A. WILLIAMS, Assistant Cashier.
L. D. CRENSHAW, Jr., Trust Officer.

In aiding the development of legitimate
business enterprises, this bank believes that
it performs a required duty, and to this end
offers the services of a live, progressive
bank, conservatively managed.

**We Make a Specialty of Buying
Southern Municipal Bonds**
WE PAY THE HIGHEST MARKET PRICES
Correspondence Solicited.

A. J. HOOD & CO.

Penobscot Bldg. DETROIT, MICH.

MANUFACTURERS and JOBBERS

Frequently find it necessary to have
BANKING FACILITIES in addition
to those offered by local banks.

FIRST NATIONAL BANK OF RICHMOND, VA.

With assets of nine million dollars, offers
just the additional facilities required.

Jno. B. Purcell, President.
Jno. M. Miller, Jr., Vice-Pres. and Cashier.

JOHN W. DICKEYSOUTHERN
SECURITIES

AUGUSTA, GEORGIA

The Delaware Fidelity Trust Co.

Home Office—Dover, Delaware

is especially interested in the develop-
ment of the South and will assist
substantial enterprises requir-
ing additional capital.

Announces the opening of a branch of-
fice in the city of Philadelphia, where
arrangements may be made for the or-
ganization and consolidation of corpora-
tions, registration of stock, and for act-
ing as trustee in bond issues.

Correspondence solicited.

THE DELAWARE FIDELITY TRUST CO.

1415 Arch Street, Philadelphia, Pa.

The National Exchange Bank

OF BALTIMORE, MD.

Hopkins Place, German and Liberty Sts.

Capital, \$1,000,000

July 15, 1908, Surplus and Profits, \$671,631.60

OFFICERS:

WALDO NEWCOMER, President.
SUMMERFIELD BALDWIN, Vice-Pres.
R. VINTON LANDALE, Cashier.
WM. J. DELCHER, Asst. Cashier.
C. G. MORGAN, Asst. Cashier.
Accounts of Mercantile Firms, Corporations,
Banks, Bankers and Individuals Invited.

SOUTHERN SECURITIES

We own and offer high-grade
investments, among which are:

6% COUPON NOTES NEW ORLEANS RAIL-
WAY & LIGHT CO.

5% ALIMONY CERTIFICATES OF INDEBT-
EDNESS OF NEW ORLEANS

WRITE FOR PARTICULARS

Interstate Trust & Banking Co.

NEW ORLEANS

Capital and Surplus Over \$1,000,000

6% Annual Interest 8%

Can furnish limited amount gilt-edge first
mortgage paper on Birmingham Improved
real estate (where values are increasing
very rapidly), bearing 6% to 8% annual in-
terest, payable semi-annually. Correspond-
ence invited.

MINGE MORTGAGE & REALTY CO.,
Capital paid in, \$10,000.
521-2 First Nat. Bank Bldg., Birmingham, Ala.

GO SOUTH!

Business Opportunities, Investment Secu-
rities, Real Estate, Timber, Mines, Indus-
trial Properties and Mortgages in South-
ern States and Mexico, correspond with

SOUTHERN STATES DEVELOPMENT CO.
GEO. B. EDWARDS, President, New York, N. Y.
Office, Tribune Bldg., Park Row and Nassau St.
Branch Office in London, England.

Citizens' Loan & Trust Co.

HAWKINSVILLE, GA.

(Incorporated.)

\$25,000 PAID-IN CAPITAL.

Correspondence solicited, especially with
those seeking investments in South Georgia
properties or wishing to loan on first mort-
gage security at 7 per cent. in this section.

CITY REAL ESTATE A SPECIALTY.

J. H. TAYLOR, President. H. F. LAWSON,
Sec'y and Treas.

SURETY BONDS

Fidelity & Deposit Co.

OF MARYLAND

Home Office, - BALTIMORE, MD

Assets Over \$5,000,000

Pioneer Surety Co. of the South.
Becomes Surety on bonds of every de-
scription.

AGENTS IN ALL PRINCIPAL CITIES.

HARRY NICODENUS, EDWIN WARFIELD,
Sec'y and Treas. President.

"AMERICAN"**"AMERICAN"**
Pure Manila Specialties

"American" Transmission Rope
3, 4, 5 or 6 strands, $\frac{3}{4}$ "— $2\frac{1}{2}$ "
diameter. Unspliced coils of any
desired length.

"American" Pure Manilla Rope
3 and 4 strands, $\frac{3}{4}$ " and 18" cir-
cumference. Unspliced coils almost
any desired length.

"American" 4-strand Hoisting Rope
Hard laid and scientifically lubricated.

"American" Oil Well Cordage
Constructed in the strongest and most durable manner.

Write for samples and prices.

Large stock always carried in our Warehouse for immediate
deliveries.

The American Manufacturing Co.

65 WALL STREET, NEW YORK CITY

Makers of Manila, Sisal and Jute Cordage for every general and
special purpose

TRANSMISSION ROPE

GEORGIA.

Allapaha, Ga.—June 7 election will be held to vote on \$8000 of 20-year school bonds.

Bremen, Ga.—June 26 city will vote on \$8000 of electric-light and \$12,000 of school 5 per cent. bonds.

College Park, Ga.—At a mass-meeting of citizens resolutions were passed directing the City Council to order an election to vote on \$50,000 of water-works and sewerage bonds.

Lafayette, Ga.—Reported that an election is to be held in August to vote on \$100,000 of Walker county road bonds.

Macon, Ga.—The \$100,000 of sewerage and \$100,000 of street-improvement bonds to be voted on June 26 are 30-year 4 per cent. A. L. Miller is Mayor.

Marietta, Ga.—J. H. Hillsman & Co. of Atlanta have purchased at 112 the \$80,000 of water and \$30,000 of sewer bonds.

Perry, Ga.—July 2 city will vote on \$15,000 of water-works bonds.

Summerville, Ga.—Reported that it is proposed to issue bonds for \$20,000 school building.

Warrenton, Ga.—The election to be held in Warren county to vote on courthouse and jail bonds has been postponed from June 9 to July 15 and the amount reduced from \$50,000 to \$30,000.

Warrenton, Ga.—Approved: \$12,000 of electric-light bonds. It is stated an election will probably be held in July.

KENTUCKY.

Catlettsburg, Ky.—The Catlettsburg National Bank of Catlettsburg is reported to have purchased at \$300 premium \$15,000 of 4 per cent. 20-year refunding bonds.

Covington, Ky.—Reported that an election is to be held in the fall to vote on \$125,000 of park bonds.

LOUISIANA.

Collinston, La.—Reported that \$35,000 of 5 per cent. Coulee Drainage District (Morehouse parish) canal bonds are being offered at private sale.

Houma, La.—The Manufacturers' Record is informed that bids will be received until noon June 19 by C. P. Smith, president, or T. B. Easton, secretary, Board of Commissioners of the Prairie Drainage District of the parish of Terrebonne, for \$15,000 of 5 per cent. 10-year drainage bonds.

Shreveport, La.—The question of issuing funding and improvement bonds is under consideration.

MARYLAND.

Annapolis, Md.—Bids will be received until noon June 29 by J. W. Hering, State treasurer, for \$340,000 of series A and \$720,000 of series B 3½ per cent. 9-15-year State road loan.

Baltimore, Md.—At the next session of the Legislature the city will ask for an enabling act for a new Annex loan; amount not less than \$2,000,000. J. Barry Mahool is Mayor.

MISSISSIPPI.

Clarksdale, Miss.—Bids will be received until 8 P. M. June 11 for \$50,000 of 5 per cent. 20-year water and sewer-extension bonds. M. W. Purnell is city clerk.

Indianola, Miss.—On June 8 the Mayor and Board of Aldermen, W. M. Kinbrough, clerk, will sell \$10,000 of 5½ per cent. 5-20-year water-works bonds.

Moorehead, Miss.—An issue of \$12,000 of school bonds has been authorized by the Town Council.

West Point, Miss.—Voted: City hall and paving bonds.

West Point, Miss.—The Manufacturers' Record is informed that bids will be received until 6 P. M. June 18 for \$17,500 of 20-year city hall and \$15,000 of 10-20-year sidewalk bonds. Interest, 5 per cent. B. Y. Rhodes is Mayor.

MISSOURI.

Liberty, Mo.—The \$40,000 of 5 per cent. 1-20-year building bonds of School District No. 2 were awarded at \$160 premium to the Commercial Bank of Liberty.

Ozark, Mo.—The City Council is reported to be considering an issue of \$3500 of general-improvement bonds.

Rolla, Mo.—A. G. Edwards & Sons of St. Louis is reported to have purchased \$10,000 of 5 per cent. 10-20-year school bonds.

NORTH CAROLINA.

Ahaskie, N. C.—Bids will be received until noon July 1 by E. J. Gerock, secretary, for \$8000 of 5 per cent. 10-20-year school bonds.

Carthage, N. C.—The Manufacturers' Record is informed that bids will be received until 2 P. M. July 5 for \$8000 of 5 per cent. Carthage Township road bonds. Address N.

A. McKelthen, chairman of Board of Commissioners.

Goldboro, N. C.—June 14 city will vote on \$150,000 of street and sidewalk bonds.

Kernesville, N. C.—The Legislature has authorized an issue of \$15,000 of street and sidewalk bonds.

Monroe, N. C.—Voted: \$25,000 of funding and power-plant bonds.

Rutherfordton, N. C.—Bids will be received until 6 P. M. July 1 by R. R. Simmons, Mayor, for \$10,000 of 4½ per cent. 30-year school bonds.

Shelby, N. C.—Voted: \$100,000 of road bonds of township No. 6.

Shelby, N. C.—The Manufacturers' Record is informed that Township No. 6, Cleveland county, has voted \$100,000 of road-improvement bonds. J. F. Roberts is chairman Board of Loans.

OKLAHOMA.

Ardmore, Okla.—Spear & Dow of Fort Smith are reported to have purchased at \$22,510 premium \$35,000 of Carter county courthouse, bridge, road and funding bonds.

Ardmore, Okla.—Reported that an election is to be held in Morgan township to vote on \$40,000 of bonds for roads, bridges, culverts, etc.

Carmen, Okla.—The \$30,000 of water-works bonds recently voted are 25-year 5 per cent.

Grand, Okla.—June 8 Ellis county will vote on \$25,000 of courthouse bonds.

Hobart, Okla.—A representative of Haller & Cummins of Toledo, Ohio, is reported to be negotiating for the purchase of paving bonds.

Hobart, Okla.—The \$70,000 of school-building bonds recently voted are reported sold.

Krebs, Okla.—Bids will be received until 7.30 P. M. June 10 by E. J. Roche, City Clerk, for \$50,000 of 5 per cent. 25-year water bonds.

Muskogee, Okla.—The Manufacturers' Record is informed that Muskogee county will in the near future vote on \$450,000 of road and bridge improvement and courthouse bonds.

New Cordell (P. O. Cordell), Okla.—J. E. Taylor of Mangum has been awarded at \$955 premium \$25,000 of 6 per cent. 10-20-year water-works bonds.

Wapanucka, Okla.—Reported that election will soon be held to vote on \$50,000 of water-works and electric-light-plant bonds.

Wilburton, Okla.—Reported that bids are to be asked for \$45,000 of high-school bonds.

Yale, Okla.—Voted: \$1500 of schoolhouse-addition bonds.

SOUTH CAROLINA.

Charleston, S. C.—The Manufacturers' Record is informed that an election is to be held June 23 to vote on \$400,000 of 4 per cent. sewerage bonds.

Charleston, S. C.—June 29 city will vote on not more than \$400,000 of 4 per cent. sewerage-completion bonds.

Chester, S. C.—The Manufacturers' Record is informed that bids will be received by H. Samuels or W. A. Latimer, Jr., treasurer, until June 25 for \$26,000 of 4½ per cent. water plant extension and street improvement bonds.

Chlo, S. C.—Bids will be received by J. A. Calhoun, clerk and treasurer, until noon June 10 for \$5000 of 5-year railroad-aid bonds.

Sumter, S. C.—Coffin & Crawford of Chicago have been awarded at \$70 premium \$7000 of 5 per cent. 20-year bonds of School District No. 18.

TENNESSEE.

Chattanooga, Tenn.—The election to vote on \$275,000 of school and sewer bonds is to be held June 24.

Dandridge, Tenn.—A. J. Hood & Co. of Detroit are said to be the purchasers of the \$175,000 of 5 per cent. 30-year Jefferson county pike bonds recently reported sold. They paid a premium of \$14,450.

Lonsdale (P. O. Knoxville), Tenn.—The city will issue \$30,000 of 5 per cent. 5-30-year school bonds.

Loudon, Tenn.—Defeated: The election held in Loudon county to vote on \$100,000 of turnpike bonds.

Memphis, Tenn.—Bids will be received until noon June 26 by A. B. Hill, secretary Board of Education, for \$500,000 of 4½ per cent. 50-year school bonds.

Mt. Pleasant, Tenn.—June 21 election will be held to vote on \$6500 of water-works improvement bonds.

Nashville, Tenn.—Bids will be received until 10 A. M. June 21 by W. G. M. Campbell, chairman, for \$250,000 of 20-year Davidson county bridge bonds, interest not to exceed 5 per cent.

Park City (P. O. Knoxville), Tenn.—An

ordinance has been introduced in the City Council providing for bonds thus: Street improvements, \$8000; schools, \$3000; fire apparatus, \$2000; sewer extension, \$5000.

Rockwood, Tenn.—Defeated: Election May 15 to vote on \$25,000 of street-improvement bonds.

St. Elmo (P. O. Chattanooga), Tenn.—The question of issuing \$25,000 of sewer bonds is reported under consideration.

TEXAS.

Aspermont, Texas.—July 19 Stonewall county will vote on \$15,000 of courthouse and \$5000 of jail-repair bonds.

Ballinger, Texas.—Bids will be received until 3 P. M. June 12 by E. D. Walker, treasurer Board of Education, for \$20,000 of 5 per cent. 20-40-year school building bonds. These bonds were recently reported sold.

Baumont, Texas.—June 8 Jefferson county will vote on \$498,000 of bonds to deepen the Sabine-Neches Canal.

Bloomington, Texas.—June 12 election will be held to vote on \$3000 of school-building bonds.

Blossom, Texas.—Voted: \$16,000 of 5 per cent. 40-year school-building bonds.

Cameron, Texas.—June 8 city will vote on \$10,000 of 5 per cent. school-addition bonds.

Clarendon, Texas.—The Dallas Trust and Savings Bank of Dallas is reported to have purchased at \$400 premium and blank bonds \$25,000 of 5 per cent. 30-40-year sewer bonds.

Colorado, Texas.—An election is reported ordered to vote on \$35,000 of 4½ per cent. 20-year water-works bonds.

Crowell, Texas.—The election to vote on \$60,000 of Foard county courthouse bonds is to be held June 12.

Dallas, Texas.—A petition is to be filed in the Commissioners' Court asking that an election be held to vote on \$40,000 of road-raising bonds.

Dallas, Texas.—Common school district No. 76 has filed a petition with the Commissioners' Court asking authority to issue \$4000 of 5 per cent. 20-year school improvement and equipment bonds.

Ennis, Texas.—Approved: \$13,000 of 6 per cent. 10-40-year water-works bonds.

Galveston, Texas.—Approved: \$25,000 of 5 per cent. 20-40-year school-building bonds.

Galveston, Texas.—Approved: \$116,000 of bonds of drainage district No. 1.

Gordon, Texas.—Voted: Water-works bonds.

Grapevine, Texas.—School bonds are reported voted.

Handley, Texas.—Bids will be received until June 9 by H. G. Thomas, president Board of Trustees, for \$20,000 of 5 per cent. 20-40-year school bonds.

Hidalgo, Texas.—Approved: \$75,000 of Hidalgo county courthouse and jail bonds.

Hillsboro, Texas.—Approved: \$4000 of school-site, \$16,000 of city hall and \$12,000 of street-improvement and sewer bonds.

Houston Heights, Texas.—Approved: \$20,000 of school-building bonds.

Kaufman, Texas.—June 12 Kaufman county will vote on \$225,000 of road-improvement bonds.

Kosse, Texas.—Voted: \$10,000 of school-building bonds.

Lillian, Texas.—Approved: \$9000 of 5 per cent. 10-30-year school bonds.

Luling, Texas.—June 18 election will be held to vote on \$10,000 of school-building bonds.

Mooney, Texas.—Voted: School bonds.

Riverside, Texas.—The election to vote on \$8000 of 5 per cent. 20-40-year school bonds is to be held June 4.

San Antonio, Texas.—Bexar county is reported to have sold to the State at par \$540,000 of 4 per cent. refunding bonds.

San Marcos, Texas.—The State Bank & Trust Co. has purchased \$5000 of street-improvement bonds.

Seminole, Texas.—Voted: \$11,500 of school-building bonds.

Seymour, Texas.—Voted: \$25,000 of water-works and \$10,000 of sewer 5 per cent. bonds, 10-40s.

Troup, Texas.—Reported that an election will be held to vote on \$25,000 of school bonds.

Truscott, Texas.—Voted: \$6500 of school bonds.

Van Alstyne, Texas.—Voted: \$12,500 of school-building bonds.

Wichita Falls, Texas.—Voted: \$17,500 of 4½ per cent. 10-40-year paving bonds.

VIRGINIA.

Madison, Va.—Reported that an election will probably be held to vote on \$35,000 of Madison district (Orange county) road bonds.

Norton, Va.—The Manufacturers' Record is informed that on June 15 at 1 P. M. bids will be received for \$50,000 of 5 per cent. 30-year sewerage and street-improvement bonds. Address C. C. Hyatt, chairman Finance Committee.

Roanoke, Va.—Reported that \$300,000 of

FISK & ROBINSON

BANKERS

Government Bonds

Investment Securities

Members New York Stock Exchange

SPECIAL LIST OF CURRENT OFFERINGS ON APPLICATION

NEW YORK 35 Cedar St. BOSTON 26 State St. CHICAGO 115 Adams St.

STEEL PLATE

and

STEEL DIE LETTER HEADS—

Beautifully designed
Graceful in form
Perfectly executed
Their use will give a dignity
to your correspondence which
will surely bring you business.

YOUNG & SELDEN CO.

BALTIMORE, MD.

We will be glad to send samples
—Their beauty of design, as
well as their very moderate
price will certainly interest
you.

Castell & Trefny

NEW ORLEANS, LA.

BONDS

We Buy and Sell Entire
Issues of Municipal,
County and School
Bonds.

SOUTHERN ISSUES
A SPECIALTY

PRINTING

BINDING

BANK RAILROAD STEAMBOAT COMMERCIAL

BURKE & GREGORY

NORFOLK, VA.

CROSS CREEK COAL COMPANY 6% Gold bonds, total issue \$250,000. All have been disposed of to investors and bankers in different parts of the country, including Saco, Maine; Boston, Mass.; Rochester, N. Y.; Westfield, Olean, Fredonia and Buffalo, N. Y.; Franklin, Coudersport, Pittsburgh, Smethport, Shamokin and Port Allegany, Pa.; Columbus, Dayton and Springfield, Ohio; Northfork, Welch and Bluefield, W. Va.; Roanoke, Va.; Nashville, Knoxville, Jasper, Chattanooga and South Pittsburg, Tenn.; Atlanta, Ga.; Lowell, Mass.; East Orange, N. J., and Washington, D. C. until now there are but \$30,000 of them left. These bonds are first lien on 7000 acres of the best coal properties in Tennessee, and \$75,000 of this money is being spent on an up-to-date coal works with a capacity of about 1000 tons a day. Particulars will be furnished from the office, 1008 Mutual Life Building, Buffalo, N. Y. P. S.—A bonus of preferred stock will be given with the bonds.

Wm. F. Rockmiller, Pres. John G. Hullett, Sec.
Baltimore Office Supply Co.
106 S. Eutaw St., Baltimore, Md.

MANUFACTURERS OF
Stamps, Stencils, Seals, Metal Signs, etc.
Office and Bank Supplies.

Write for prices.

street and \$335,000 of police station, jail and municipal building 4½ per cent. 30-year bonds will be issued. A later report states that the finance committee has recommended the issuing of \$800,000 instead of \$635,000 of bonds, so as to provide for, in addition to the above, sewers, \$50,000; fire and water stations, \$15,000; city market, \$100,000; E. B. Spencer is chairman Board of Aldermen.

WEST VIRGINIA.

Hinton, W. Va.—Voted: \$30,000 of additional street-paving bonds.

Weston, W. Va.—The election held May 4 to vote on \$70,000 of 4 per cent. 10-15-year school bonds has been annulled, and a new vote will be taken June 15. A. A. Arnold is president of the School Board.

At Carthage, N. C., bids will be received until 2 P. M. July 5 for \$80,000 of 5 per cent. Carthage township road bonds. Further particulars will be found in the advertising columns.

At Norton, Va., bids will be received on June 15 at 1 P. M. for \$50,000 of 5 per cent. 30-year sewerage and street-improvement bonds. Further particulars will be found in the advertising columns.

At Houma, La., bids will be received until noon June 19 for \$15,000 of 5 per cent. 10-year bonds of Prairie Drainage District, Parish of Terrebonne. Further particulars will be found in the advertising columns.

At Huntsville, Ala., bids will be received until noon June 21 for \$50,000 of Madison county 4½ per cent. 20-30-year Madison county bonds. Further particulars will be found in the advertising columns.

At West Point, Miss., bids will be received until 6 P. M. June 18 for \$17,500 of 20-year city hall and \$15,000 of 10-20-year sidewalk bonds. Interest, 5 per cent. Further particulars will be found in the advertising columns.

FINANCIAL NOTES.

The Alabama Fire Underwriters' Association will hold its annual meeting in Birmingham June 17 and 18.

Reported that the Bank of Spring City, at Spring City, Tenn., is to be converted into the First National Bank.

Reports state that the Ochiltree National Bank of Ochiltree, Texas, is to be converted into a State institution.

Reported that the Central Bank & Trust Co. of Memphis, Tenn., proposes to increase its capital from \$250,000 to \$500,000.

The conversion of the Citizens' Bank of Crewe, Va., into the First National Bank of Crewe has been approved; capital \$25,000.

It is reported that the Farmers' Bank & Trust Co., recently organized at Sutton, W. Va., with an authorized capital of \$125,000, has secured control of the Sutton Bank.

At the sixteenth annual convention of the Virginia Association of Local Fire Insurance Agents, held at Richmond, the following officers were elected: W. L. Pierce of Christiansburg, Va., president; B. F. Kirkpatrick of Lynchburg, first vice-president; E. E. Goodwyn of Emporia, second vice-president; S. T. Pulliam of Richmond, secretary and treasurer.

A condensed statement of 611 State banks, 28 being conversions of national banks, at close of business April 28, 1909, shows loans and discounts, \$31,245,642; due from banks, \$15,690,732; checks and other cash items, \$318,467; cash in banks, \$1,707,246; capital stock paid in, \$9,587,950; surplus fund, \$572,892; undivided profits, \$1,428,283; due to banks, \$3,691,633; individual deposits, \$40,991,937; total resources, \$57,456,871.

A condensed statement of 383 State banks and 44 State banks and trust companies in Texas at close of business April 28, 1909, shows loans, personal, collateral and real estate \$29,153,581; due from banks, \$13,264,896; cash items, currency and specie, \$1,049,570; capital stock, \$12,645,590; surplus fund, \$1,065,613; undivided profits, net, \$1,066,321; due

to banks, \$3,770,850; total deposits, \$31,143,736; total resources, \$51,696,465.

A condensed statement of the 240 State and private banks doing business in South Carolina at close of business April 28, 1909, shows loans and discounts \$37,356,580; demand loans, \$1,733,663; due from banks and trust companies, \$5,442,736; currency, gold, silver and other coin, \$1,379,102; capital stock paid in, \$9,621,361; surplus fund, \$2,084,426; undivided profits, less current expenses and taxes paid, \$2,711,513; due to banks and trust companies, \$708,081; total deposits, \$32,451,897; total resources, \$52,090,575.

The Florida Power Co.

The Florida Power Co., R. C. Camp, general manager, Ocala, Fla., is making rapid progress with the construction of its water-power-electric plant to develop 3000 horse-power for transmission by electricity. It will generate electricity at 2300 volts, to be stepped up to 60,000 volts and then transmitted 12 miles to Dunnellon and other phosphate mining centers. Contracts for all materials and machinery have been awarded, the water-power and electric machinery having been purchased from the Allis-Chalmers Company of Milwaukee, Wis. The plant is estimated to cost \$500,000, and its operation is expected to prove a great benefit to the miners of hard-rock phosphate. The company states that on account of the high price of coal, the scarcity of wood and the growing demand for power in the phosphate fields, it expects to receive a good price for its power.

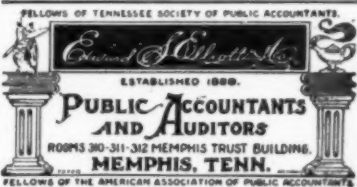
DAVID A. JAYNE

Consulting Accountant, Auditor

AND DEVISOR OF
BUSINESS SYSTEMS

307 Charleston National Bank Building
CHARLESTON, WEST VIRGINIA

Coal, Lumber, Railroad, Banking, Municipal
and Commercial Accounting.



GEO. M. CLARK
Auditor and Public Accountant
Room 315 James Building
CHATTANOOGA, TENN.

RICHARD A. BLYTHE COTTON WARPS AND YARNS

No. 114 Chestnut Street, PHILADELPHIA, PA.
1018 Century Bldg., Atlanta, Ga., W. H. Harris, Representative.
Hawes Bros. & Blythe, Fall River, Mass.

OFFICE STATIONERY

We make a specialty of high-class stationery. A trial is all we ask

J. P. BELL COMPANY,
LYNCHBURG, VA.

A prospective client to whom we wrote a letter answered in this way: "Your name is, of course, rather a household word with us." There is no further argument necessary when securing public accounting services than to employ the oldest and foremost."

The terms are moderate. Write us.

THE AUDIT COMPANY OF NEW YORK

"THE OLDEST AND FOREMOST"

165 Broadway, New York

EDWARD T. PERINE,
President

F. C. RICHARDSON,
Sec'y and Treas.

BRANCHES:

Atlanta
Boston

Chicago
Baltimore

Philadelphia
Pittsburg

THE AMERICAN AUDIT CO.

THOS. P. HOWARD, C. P. A., Resident Manager.

Mutual Building, RICHMOND, VA.

Our reports are accepted by the leading financiers of the world,
and are frequently made the basis of credit.

Home Office, 100 Broadway, New York

Branches in all Principal Cities

PAULSON, LINKROOM & CO.

COMMISSION MERCHANTS

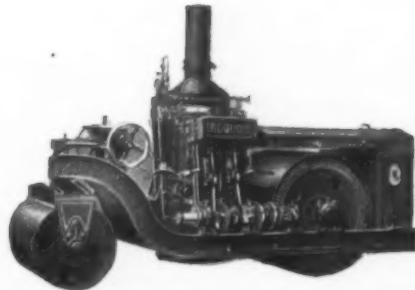
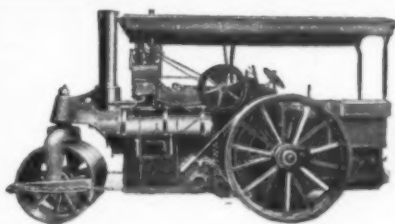
COTTON YARNS

NEW YORK
87-89 Leonard Street

PHILADELPHIA
120 Chestnut Street

CHICAGO
186 Market Street.

THE IROQUOIS IRON WORKS STEAM ROLLERS



THE AMERICAN STANDARD

FIFTEEN YEARS EXPERIENCE

BUFFALO, N. Y.

ALPHABETICAL INDEX OF ADVERTISERS.

FOR "CLASSIFIED OPPORTUNITIES" See Pages 84 and 85

Ads. marked * appear every other week. Ads. marked † appear in first issue of the month. Ads. marked ‡ not in this issue

Abbott & F. O. Co.	70	Callahan Co., The	10	Eagle Wagon Works	10	International Car. Co., The	34	Minneapolis Steel & Mch. Co.	6	Robertson, W. W.	91
Abendroth & Root Mfg. Co.	5	Cameron Septic Tank Co.	10	Eagle Wagon Works	10	International Car. Co., The	34	Missouri Lumber & Mfg. Co.	45	Robins Conveying Belt Co.	21
Abrasive Material Co.	123	Cameron Stm. Pump Wks. A. B.	121	Eagle Wagon Works	10	International Car. Co., The	34	Mitchell Oil & Mfg. Co.	45	Robins Co., A. E.	21
Albany Steam Trap Co.	123	Cameron & Barkley Co.	121	Eagle Wagon Works	10	International Car. Co., The	34	Moffatt Machinery Mfg. Co.	11	Robinson	92
Alberger Condenser Co.	123	Campion McClellan Co., The	22	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Robinson & Son Co., Wm. O.	10
Albion Portland Cement Co.	26	Canton Bridge Co., The	22	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Rock Island-Francis Lanes	124
Alpha Photo-Engraving Co.	26	Canton Culvert Co.	111	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Roden Coal Co.	91
Alpha Portland Cement Co.	26	Caproni, Grant Allyn	22	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Robinson & Son Co., John A.	91
Alma State Co., The	10	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Rogers, Brown & Co.	20
Alexis Engineering Co., J. R.	114	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Root Co., B. M.	126
American Alkali & Steel Co.	10	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Rossendale, Reddaway Belting	14
American Audit Co., The	101	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Blower Co.	114	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Bolting Cloth Co.	114	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Bridge Company of	114	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Cast Iron Pipe Co.	126	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Cement Co.	26	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Compressor & Pump	101	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Cotton Oil Co.	131	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Engine Co.	131	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Frog & Switch Co.	94	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Hoist & Derrick Co.	107	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Locomotive Co.	125	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Lumber Co.	125	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Machine Co.	125	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Mfg. Co., The	125	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Amer. Metallic Packing Co., The	99	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Pipe Mfg. Co.	124	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Process Co.	27	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Pump & Lamp Mfg. Co.	103	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Realty Co.	88	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Rolling Mill Co.	103	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American School of Corre-	103	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
pondence	103	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Spiral Pipe Works	124	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Steel & Wire Co.	29	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Stone Co.	44	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Supply Co. of Prov-	133	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
idence, R. L. & Co.	133	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Salt & Tin Plate Co.	135	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Water Softener Co.	13	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
American Well Works	125	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Ames & Co., W.	118	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Anderson & Carroll	134	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Anderson Machine & Foundry	10	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Andersson	10	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Anquabur Co., The	26	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Armstrong Mfg. Co.	40	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Arrowside Co., The	22	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Asheville Real Estate Co.	88	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Ashtand Fire Brick Co.	50	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Associated Engineering Co.	22	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Atlantic City Works	124	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Atlantic Equipment Co.	92	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Atlantic Hydraulic Mch. Co.	123	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Atlantic Machine Co.	123	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Atlas Portland Cement Co.	27	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Austin Mfg. Co., York, The	81	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Austin Mfg. Co.	81	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Austin-Western Co., Ltd., The	111	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
very Co.	111	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
adcock & Wilcox Co.	5	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Adger & Sons Co., E. B.	16	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Adwin & Co., L. D. A.	89	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Adwin Equip. & Supply Co.	94	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Adwin Equip. & Supply Co.	94	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Aldrich Engine Co.	10	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Allen, T. T.	86	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Altmore Auto Co.	122	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Altmore Building Co.	122	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Altmore Building Co.	122	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Altmore Copperage Co.	128	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Altmore Office Supply Co.	128	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Altmore Steam Packet Co.	42	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Altmore Trust & Guarantee	42	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Altz, G. L.	79	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Anders & Myers	22	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bank of Richmond	11	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Banker Asphalt Co., A. L.	111	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bankers & Farmers Co.	111	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bargain, P. O. Box 301	88	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Barker, Harry T.	82	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Barker & Leas Mfg. Co.	82	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Barnett & Co., G. & H.	140	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14
Bartlett & Snow Co., C. O.	20	Carburetor Co.	6	Eagle Wagon Works	10	International Car. Co., The	34	Monarch Road Roller Co.	111	Sachs & Sons Co., John A.	14</

85
88
21
03
10
24
91
50
50
26
14
91
6
4
50
72
27
18
91
91
33
7
14
18
99
85
05
*
91
13
37
17
49
5
38
24
94
28
47
42
2
35
21
99
50
91
22
83
4
22
27
46
20
42
25
19
88
99
23
*
6
24
23
24
27
20
38
3
25
*
24
49
03
17
27
6
22
44
94
13
35
79
26
28
6
01
20
03
23
*
41
26
19
99
99
18
14
49
35
92
87
25
29
97
2
37
27
14
113
4
435
132
405
434
49
25
91
90
49
27
3
24
12
3
*
4
49
25
92
90
*
126
90
92
88
86
*
97
437
423
30
8
8
93
108
4
130
97
4